



City of Montebello General Plan Update and Downtown Montebello Specific Plan

Draft Environmental Impact Report
SCH# 2023050665

prepared by

City of Montebello
Planning and Community Development Department
1600 West Beverly Boulevard
Montebello, California 90640
Contact: Joseph Palombi, Director

prepared with the assistance of

Rincon Consultants, Inc.
250 East 1st Street, Suite 1400
Los Angeles, California 90012

December 2023



RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
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Table of Contents

Acronyms and Abbreviations..... ix

Executive Summary ES-1

 Project Proponent..... ES-1

 Lead Agency Contact Person ES-1

 Project Location ES-1

 Project Characteristics..... ES-1

 General Plan Update..... ES-3

 Project Objectives..... ES-5

 Alternatives..... ES-5

 Areas of Known Controversy and Issues to be Resolved..... ES-9

 Required Discretionary Actions ES-9

 Summary of Impacts and Mitigation Measures ES-10

1 Introduction 1-1

 1.1 Environmental Impact Report Background..... 1-1

 1.2 Purpose and Legal Authority..... 1-1

 1.3 Scope and Content..... 1-3

 1.4 Lead, Responsible, and Trustee Agencies 1-7

 1.5 Environmental Review Process..... 1-8

2 Project Description 2-1

 2.1 Project Proponent/Lead Agency 2-1

 2.2 Project Location 2-1

 2.3 Characteristics of the Proposed General Plan Update 2-4

 2.3.1 Objectives of the General Plan Update 2-4

 2.3.2 Key Concepts and Components of the General Plan Update..... 2-5

 2.3.3 General Plan Update Organization 2-5

 2.3.4 Overarching Purposes/Objectives and Policies 2-7

 2.3.5 General Plan Update Land Use Map..... 2-7

 2.3.6 Key Concepts of the Vision 2-17

 2.3.7 Downtown Montebello Specific Plan 2-20

 2.3.8 SCAG Residential and Employment Growth Projections..... 2-21

 2.3.9 General Plan Update Growth Projections 2-21

 2.4 Required Discretionary Actions 2-22

3 Environmental Setting 3-1

 3.1 Introduction 3-1

 3.2 Regional Setting 3-1

 3.3 Cumulative Project Setting 3-1

| | | |
|-------|---|--------|
| 4 | Environmental Impact Analysis | 4-1 |
| 4.1 | Aesthetics..... | 4.1-1 |
| 4.1.1 | Environmental Setting | 4.1-1 |
| 4.1.2 | Regulatory Framework | 4.1-3 |
| 4.1.3 | Impact Analysis | 4.1-4 |
| 4.2 | Agriculture and Forestry Resources..... | 4.2-1 |
| 4.2.1 | Environmental Setting | 4.2-2 |
| 4.2.2 | Regulatory Framework | 4.2-2 |
| 4.2.3 | Impact Analysis | 4.2-5 |
| 4.3 | Air Quality | 4.3-1 |
| 4.3.1 | Environmental Setting | 4.3-1 |
| 4.3.2 | Regulatory Framework | 4.3-6 |
| 4.3.3 | Impact Analysis | 4.3-13 |
| 4.4 | Biological Resources..... | 4.4-1 |
| 4.4.1 | Environmental Setting | 4.4-1 |
| 4.4.2 | Regulatory Framework | 4.4-4 |
| 4.4.3 | Impact Analysis | 4.4-8 |
| 4.4.4 | Cumulative Impacts | 4.4-16 |
| 4.5 | Cultural Resources | 4.5-1 |
| 4.5.1 | Cultural Setting | 4.5-1 |
| 4.5.2 | Regulatory Framework | 4.5-7 |
| 4.5.3 | Impact Analysis | 4.5-11 |
| 4.6 | Energy | 4.6-1 |
| 4.6.1 | Environmental Setting | 4.6-1 |
| 4.6.2 | Regulatory Framework | 4.6-5 |
| 4.6.3 | Impact Analysis | 4.6-13 |
| 4.7 | Geology and Soils | 4.7-1 |
| 4.7.1 | Environmental Setting | 4.7-1 |
| 4.7.2 | Regulatory Framework | 4.7-12 |
| 4.7.3 | Impact Analysis | 4.7-13 |
| 4.8 | Greenhouse Gas Emissions | 4.8-1 |
| 4.8.1 | Environmental Setting | 4.8-1 |
| 4.8.2 | Regulatory Framework | 4.8-5 |
| 4.8.1 | Impact Analysis | 4.8-14 |
| 4.9 | Hazards and Hazardous Materials | 4.9-1 |
| 4.9.1 | Environmental Setting | 4.9-1 |
| 4.9.2 | Regulatory Framework | 4.9-12 |
| 4.9.3 | Impact Analysis | 4.9-15 |

4.10 Hydrology and Water Quality 4.10-1

 4.10.1 Environmental Setting 4.10-1

 4.10.2 Regulatory Framework 4.10-7

 4.10.3 Impact Analysis 4.10-12

4.11 Land Use and Planning 4.11-1

 4.11.1 Environmental Setting 4.11-1

 4.11.2 Regulatory Framework 4.11-3

 4.11.3 Impact Analysis 4.11-6

4.12 Mineral Resources 4.12-1

 4.12.1 Environmental Setting 4.12-1

 4.12.2 Regulatory Framework 4.12-2

 4.12.3 Impact Analysis 4.12-2

4.13 Noise 4.13-1

 4.13.1 Environmental Setting 4.13-1

 4.13.2 Regulatory Framework 4.13-9

 4.13.3 Impact Analysis 4.13-12

4.14 Population and Housing 4.14-1

 4.14.1 Environmental Setting 4.14-1

 4.14.2 Regulatory Framework 4.14-5

 4.14.3 Impact Analysis 4.14-6

4.15 Public Services 4.15-1

 4.15.1 Environmental Setting 4.15-1

 4.15.2 Regulatory Setting 4.15-2

 4.15.3 Impact Analysis 4.15-3

4.16 Recreation 4.16-1

 4.16.1 Environmental Setting 4.16-1

 4.16.2 Regulatory Framework 4.16-3

 4.16.3 Impact Analysis 4.16-4

4.17 Transportation 4.17-1

 4.17.1 Environmental Setting 4.17-1

 4.17.2 Impact Analysis 4.17-12

 4.17.3 Cumulative Impacts 4.17-23

4.18 Tribal Cultural Resources 4.18-1

 4.18.1 Environmental Setting 4.18-1

 4.18.2 Regulatory Framework 4.18-2

 4.18.3 Tribal Consultation Results 4.18-4

 4.18.4 Impact Analysis 4.18-5

City of Montebello General Plan Update and Downtown Montebello Specific Plan

| | | |
|--------|---|---------|
| 4.19 | Utilities and Service Systems | 4.19-1 |
| 4.19.1 | Environmental Setting | 4.19-1 |
| 4.19.2 | Regulatory Framework | 4.19-5 |
| 4.19.3 | Impact Analysis | 4.19-9 |
| 4.19.4 | Cumulative Impacts | 4.19-15 |
| 4.20 | Wildfire..... | 4.20-1 |
| 4.20.1 | Environmental Setting | 4.20-1 |
| 4.20.2 | Regulatory Framework | 4.20-4 |
| 4.20.3 | Impact Analysis | 4.20-11 |
| 4.20.4 | Cumulative Impacts | 4.20-17 |
| 5 | Other CEQA Required Discussions..... | 5-1 |
| 5.1 | Growth Inducement..... | 5-1 |
| 5.1.1 | Population and Employment Growth..... | 5-1 |
| 5.1.2 | Removal of Obstacles to Growth..... | 5-2 |
| 5.2 | Irreversible Environmental Effects..... | 5-3 |
| 6 | Alternatives..... | 6-1 |
| 6.1 | Alternatives Considered but Rejected | 6-2 |
| 6.2 | Alternative 1: No Project Alternative..... | 6-4 |
| 6.2.1 | Description..... | 6-4 |
| 6.2.2 | Impact Analysis | 6-4 |
| 6.3 | Alternative 2: Reduced Growth Alternative | 6-11 |
| 6.3.1 | Description..... | 6-11 |
| 6.3.2 | Impact Analysis | 6-12 |
| 6.4 | Environmentally Superior Alternative | 6-18 |
| 7 | References | 7-1 |
| 7.1 | Bibliography | 7-1 |
| 7.2 | List of Preparers | 7-21 |

Tables

| | | |
|------------|---|-------|
| Table ES-1 | General Plan Chapters | ES-2 |
| Table ES-2 | Total New Development Potential of Reduced Growth Alternative Compared to the Proposed Project..... | ES-7 |
| Table ES-3 | Summary of Impacts, Mitigation Measures, and Significance After Mitigation..... | ES-11 |
| Table 1-1 | NOP Comments and EIR Response | 1-4 |
| Table 2-1 | General Plan Update Chapters | 2-4 |
| Table 2-2 | General Plan Update Overarching Purposes/Objectives and Policies..... | 2-8 |
| Table 2-3 | General Plan Update Land Use Categories | 2-13 |
| Table 2-4 | Changes in Existing General Plan and Proposed General Plan Update Land Use Designations | 2-16 |
| Table 2-5 | SCAG Residential and Employment Growth Projections for Montebello | 2-21 |

Table 2-6 General Plan Update Growth Projections 2-21

Table 4.3-1 Representative Annual Ambient Air Quality Data 4.3-5

Table 4.3-2 Current Federal and State Ambient Air Quality Standards..... 4.3-6

Table 4.3-3 SCAQMD Regional Project Level Significance Thresholds 4.3-14

Table 4.3-4 SCAQMD LSTs for Construction and Operation (SRA 5) 4.3-14

Table 4.3-5 Regional Daily Unmitigated Construction Emissions by Land Use Type..... 4.3-20

Table 4.3-6 Regional Daily Unmitigated Operational Emissions for Proposed Project 4.3-21

Table 4.3-7 Regional Daily Unmitigated Operational Emissions by Example Project 4.3-21

Table 4.3-8 Regional Daily Mitigated Construction Emissions by Land Use Type 4.3-22

Table 4.3-9 Regional Daily Mitigated Operational Emissions..... 4.3-22

Table 4.3-10 Localized Construction Emissions 4.3-23

Table 4.3-11 Localized Operational Emissions 4.3-25

Table 4.3-12 Mitigated Localized Operational Emissions..... 4.3-26

Table 4.6-1 2022 Annual Electricity Consumption 4.6-2

Table 4.6-2 2021 Annual Natural Gas Consumption 4.6-3

Table 4.6-3 2022 Annual Gasoline and Diesel Consumption..... 4.6-4

Table 4.8-1 Montebello General Plan Update Consistency with 2020-2045 RTP/SCS Land Use Policies 4.8-19

Table 4.8-2 Amortized Construction Emissions..... 4.8-21

Table 4.8-3 Construction, Operational, and Total Project Emissions 4.8-22

Table 4.9-1 DTSC Active Sites in the Montebello 4.9-6

Table 4.9-2 SWRCB Sites..... 4.9-6

Table 4.9-3 CERCLIS Sites in the Montebello Area 4.9-6

Table 4.9-4 TRI Sites in Montebello..... 4.9-8

Table 4.11-1 Changes in Existing General Plan and Proposed General Plan Update Land Use Designations 4.11-2

Table 4.11-2 Comparison of Sites Inventory and RHNA 4.11-8

Table 4.13-1 Typical A-Weighted Noise Levels..... 4.13-1

Table 4.13-2 Sound Terminology..... 4.13-3

Table 4.13-3 Criteria for Vibration Damage Potential 4.13-4

Table 4.13-4 Existing Roadway Vehicle Noise Along Roadway Segments..... 4.13-5

Table 4.13-5 Short-Term Noise Level Measurement Results 4.13-6

Table 4.13-6 Land Use Compatibility for Community Noise Environments 4.13-11

Table 4.13-7 Maximum Noise Standards by Zoning District..... 4.13-12

Table 4.13-8 Typical Noise Levels for Construction Equipment 4.13-16

Table 4.13-9 Existing and Future Traffic Volumes 4.13-19

Table 4.13-10 Vibration Source Levels for Construction Equipment 4.13-22

Table 4.14-1 Population Growth in Montebello (2000 – 2023) 4.14-2

Table 4.14-2 Households in Montebello and Los Angeles County 4.14-3

City of Montebello General Plan Update and Downtown Montebello Specific Plan

| | | |
|--------------|--|---------|
| Table 4.14-3 | Total Housing Units in Montebello Defined by Units per Structure..... | 4.14-3 |
| Table 4.14-4 | Montebello Population, Households, and Employment | 4.14-4 |
| Table 4.14-5 | Los Angeles County Population, Households, and Employment..... | 4.14-4 |
| Table 4.14-6 | Regional Housing Needs Assessment | 4.14-5 |
| Table 4.14-7 | Population Growth Projections | 4.14-7 |
| Table 4.14-8 | Projected Growth by Place Types..... | 4.14-9 |
| Table 4.15-1 | Officer to Resident Ratio | 4.15-7 |
| Table 4.16-1 | Park and Open Space Typology | 4.16-1 |
| Table 4.17-1 | CEQA Significance Criteria | 4.17-3 |
| Table 4.17-2 | VMT Significance Thresholds..... | 4.17-3 |
| Table 4.17-3 | Existing Miles Traveled | 4.17-4 |
| Table 4.17-4 | Level of Service Ranges..... | 4.17-4 |
| Table 4.17-5 | Existing Roadway Segment Operations | 4.17-7 |
| Table 4.17-6 | Year 2045 General Plan Update Roadway Segment Operations..... | 4.17-8 |
| Table 4.17-7 | City of Montebello VMT Summary | 4.17-18 |
| Table 4.19-1 | San Gabriel Valley Water Company Supply & Demand Projections (AFY) | 4.19-1 |
| Table 4.19-2 | California Water Service Company Supply & Demand Projections (AFY)..... | 4.19-2 |
| Table 4.19-3 | Montebello Land and Water Company Supply & Demand Projections (AFY)..... | 4.19-2 |
| Table 4.19-4 | Capacity of Landfills Serving the Plan Area..... | 4.19-5 |
| Table 4.19-5 | Projected Plan Water Use..... | 4.19-10 |
| Table 4.19-6 | Projected Plan Wastewater Generation..... | 4.19-12 |
| Table 4.19-7 | Projected Solid Waste Generation | 4.19-14 |
| Table 6-1 | Total New Development Potential of Reduced Growth Alternative Compared to the Proposed Project..... | 6-12 |
| Table 6-2 | Impact Comparison of Alternatives..... | 6-19 |

Figures

| | | |
|--------------|--|--------|
| Figure ES-1 | General Plan Land Use Map..... | ES-4 |
| Figure 1-1 | Environmental Review Process | 1-10 |
| Figure 2-1 | Regional Location..... | 2-2 |
| Figure 2-2 | Plan Area | 2-3 |
| Figure 2-3 | General Plan Update Land Use Map | 2-12 |
| Figure 2-4 | Focus Areas of New Development..... | 2-18 |
| Figure 4.2-1 | Farmland Mapping and Monitoring Land Classifications..... | 4.2-3 |
| Figure 4.7-1 | Topographic Map of Montebello | 4.7-2 |
| Figure 4.7-2 | Soil Types in Montebello..... | 4.7-3 |
| Figure 4.7-3 | Fault Map of Montebello | 4.7-5 |
| Figure 4.7-4 | Liquefaction Hazard Zones of Montebello..... | 4.7-7 |
| Figure 4.7-5 | Landslide Hazard Zones of Montebello..... | 4.7-9 |
| Figure 4.7-6 | Geologic Map and Paleontological Sensitivity of Montebello | 4.7-11 |

Figure 4.9-1 USEPA Map of Radon Zones in California 4.9-5
Figure 4.9-2 Contaminated Sites in Montebello 4.9-7
Figure 4.9-3 Schools In Montebello 4.9-20
Figure 4.10-1 City of Montebello Flood Zones 4.10-5
Figure 4.13-1 Existing Roadway Vehicle Noise Contours 4.13-7
Figure 4.13-2 Approximate Noise Monitoring Locations 4.13-8
Figure 4.13-3 Future 2045 Roadway Vehicle Noise Contours..... 4.13-20

Appendices

- Appendix A Notice of Preparation (NOP) and Responses
- Appendix B Transportation Impact Assessment
- Appendix C Air Quality and Greenhouse Gas Emissions Technical Data
- Appendix D Noise Technical Information

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Acronyms and Abbreviations

| | |
|-------------------|---|
| 2045 General Plan | Montebello General Plan Update |
| AAQS | Ambient Air Quality Standards |
| AB | Assembly Bill |
| ADT | average daily trips |
| AES | Aesthetics |
| af | artificial fill |
| AFY | acre-feet per year |
| APA | Allowed Pumping Allocation |
| AQMP | Air Quality Management Plan |
| AQ | Air Quality |
| ATP | Active Transportation Plan |
| AWS | average wind speed |
| BAAQMD | Bay Area Air Quality Management District |
| BCE | Before Common Era |
| BERD | Built Environment Resource Directory |
| BIO | Biological |
| BMP | best management practice |
| BR | Biological Resource |
| C | Conservation |
| CAA | Clean Air Act |
| CAAOS | California Ambient Air Quality Standard |
| CAAQS | California Ambient Air Quality Standards |
| CAFE | Corporate Average Fuel Economy Standards |
| CalARP | California Accidental Release Prevention Program |
| CAL FIRE | California Department of Forestry and Fire Protection |
| CalEPA | California Environmental Protection Agency |
| CALGreen | California Green Building Standards Code |
| Cal OES | California Office of Emergency Services |
| CalRecycle | California Department of Resources Recycling and Recovery |
| Caltrans | California Department of Transportation |
| Cal Water | California Water Service |

| | |
|-------------------|---|
| CAP | Climate Action Plan |
| CAPCOA | California Air Pollution Control Officers Association |
| CAT | Climate Action Team Report |
| CARB | California Air Resources Board |
| CBC | California Building Code |
| CBMWD | Central basin Municipal Water District |
| CCR | California Code of Regulations |
| CDFW | California Department of Fish and Wildlife |
| CDFA | California Department of Food and Agriculture |
| CDPH | California Department of Public Health |
| CE | Common Era |
| CERCLA | Comprehensive Environmental Response, Compensation, and Liability Act |
| CFC | California Fire Code |
| CFR | Code of Federal Regulations |
| CEC | California Energy Commission |
| CERCLIS | Compensation and Liability Information System |
| CESA | California Endangered Species Act |
| CEQA | California Environmental Quality Act |
| CFC | California Fire Code |
| CFGC | California Fish and Game Code |
| CGP | Construction General Permit |
| CGS | California Geological Survey |
| CH ₄ | methane |
| CGP | California Highway Patrol |
| CIP | Capital Improvements Program |
| CIWMB | California Integrated Waste Management Board |
| CNDDB | California Natural Diversity Database |
| CNEL | Community Noise Equivalent Level |
| CNPS | California Native Plant Society |
| CO | carbon monoxide |
| CO ₂ | carbon dioxide |
| CO ₂ e | carbon dioxide equivalent |
| CPA | Clean Power Alliance |
| CPUC | California Public Utilities Commission |

| | |
|-------|---|
| CRHR | California Register of Historical Resources |
| CRPR | California Rare Plant Ranks |
| CTC | California Transportation Commission |
| CTP | Comprehensive Transportation Plan |
| CUL | Cultural and Tribal Cultural Resources |
| CUPA | Certified Unified Program Agency |
| CWA | Clean Water Act |
| DAT | Dial-A-Taxi |
| db | diabase or ophiolitic basalt |
| dB | decibel |
| dBA | decibel using A-weighted sound pressure level |
| di | dacite |
| DEIR | Draft Environmental Impact Report |
| DMA | Disaster Mitigation Act |
| DMG | California Division of Mines and Geology |
| DPM | Diesel Particulate Matter |
| DOC | California Department of Conservation |
| DOGGR | Division of Oil, Gas, and Geothermal Resources |
| DOF | California Department of Finance |
| DOI | United States Department of the Interior |
| DOT | California Department of Transportation |
| DSAC | Dam Safety Action Classification |
| DTSC | California Department of Toxic Substances Control |
| du | dwelling units |
| DWR | California Department of Water Resources |
| EAP | Energy Action Plan |
| EIA | Energy Information Administration |
| EIR | Environmental Impact Report |
| EMO | Emergency Management Organization |
| EO | Executive Order |
| EOP | Emergency Operations Plan |
| ES | Environmental Setting |
| EV | electric vehicle |
| FAA | Federal Aviation Administration |

| | |
|------------------------|---|
| FAR | floor to area ratio |
| FMMP | Farmland Mapping and Monitoring Program |
| FCC | Federal Communications Commission |
| FEIR | Montebello Hill Specific Plan Final Environmental Impact Report |
| FEMA | Federal Emergency Management Act |
| FESA | Federal Endangered Species Act |
| FHSZ | Fire Hazard Severity Zone |
| FHWA | Federal Highway Administration |
| FPRR | Fire Prevention and Risk Reduction |
| FRA | Federal Responsibility Area |
| FRAP | Fire and Resource Assessment Program |
| FTA | Federal Transit Administration |
| G | Governance |
| General Plan Update | Montebello General Plan Update |
| GHG | greenhouse gas |
| GSA | Groundwater Sustainability Agencies |
| GSP | Groundwater Sustainability Plan |
| GWP | global warming potential |
| HABS | Historic American Building Survey |
| HCD | California Department of Housing and Community Development |
| HFC | hydrofluorocarbon |
| HMP | Hazard Mitigation Plan |
| HMBP | Hazardous Materials Business Plan |
| hp | horsepower |
| HRA | Health Risk Assessment |
| HVAC | heating, ventilation, and air conditioning |
| HUD | Federal Department of Housing and Urban Development |
| ICS | Incident Command System |
| IFC | International Fire Code |
| in/sec | inches per second |
| IPCC | United Nations Intergovernmental Panel on Climate Change |
| IS-ND | Initial Study/ Negative Declaration |
| JWPCP | Joint Water Pollution Control Plant |
| L _{dn} or DNL | Day-Night Average Level |

| | |
|------------------|--|
| Leq | equivalent noise level |
| L _{max} | highest root mean square sound pressure level within a sampling period |
| L _{min} | lowest root mean square sound pressure level within a sampling period |
| LACSD | Los Angeles County Sanitation District |
| LADOT | Los Angeles Department of Transportation |
| LARWQCB | Los Angeles Regional Water Quality Control Board |
| LEV | Low Emission Vehicle |
| LID | Low Impact Development |
| LOS | Level of Significance |
| LST | Localized Significance Thresholds |
| LU | Land Use |
| LUST | leaking underground storage tanks |
| M | Mobility |
| MBL | Montebello Bus Lines |
| MBTA | Migratory Bird Treaty Act |
| MCY | million cubic yards |
| MFC | Montebello Fire Code |
| MFD | Montebello Fire Department |
| MGD | million gallons per day |
| MLD | Most Likely Descendant |
| MLWC | Montebello Land and Water Company |
| MMC | Montebello Municipal Code |
| MMT | million metric ton |
| MMRP | Mitigation and Monitoring Reporting Program |
| MPD | Montebello Police Department |
| MPO | Metropolitan Planning Organization |
| MRZs | Mineral Resource Zones |
| MS4 | Municipal Separate Storm Sewer System |
| MT | metric ton |
| MUSD | Montebello Unified School District |
| MWD | The Metropolitan Water District of Southern California |
| NFP | National Fire Plan |
| NO | nitric oxide |
| NIMS | National Incident Management System |

| | |
|-------------------|---|
| N or NOI | Noise |
| N ₂ O | nitrous oxide |
| NAAQS | National Ambient Air Quality Standards |
| NAHC | Native American Heritage Commission |
| NHTSA | National Highway Traffic Safety Administration |
| NO ₂ | nitrogen dioxide |
| NO _x | nitrogen oxides |
| NOC | Notice of Completion |
| NOD | Notice of Determination |
| NOP | Notice of Preparation |
| NPDES | National Pollutant Discharge Elimination System |
| NPPA | Native Plant Protection Act |
| NPS | National Park Service |
| NRCS | National Resources Conservation Service |
| NRHP | National Register of Historic Places |
| NWI | National Wetlands Inventory |
| NWL | natural and working lands |
| O ₃ | ozone |
| OACC | Los Angeles County Operational Area Coordinating Council |
| OEHHA | California Office of Environmental Health Hazard Assessment |
| OES | Office of Emergency Services |
| OHP | California Office of Historic Preservation |
| OHWM | ordinary high water mark |
| OITC | outdoor/indoor transmission class |
| OPR | Governor’s Office of Planning and Research |
| OSHA | Occupational Health and Safety Administration |
| PAL | Paleontological Resources |
| Pb | lead |
| P-C | production-consumption region |
| PBDB | Paleobiology Database |
| PFC | perfluorocarbon |
| PH | Population and Housing |
| PM _{2.5} | particulate matter with a diameter of 2.5 microns or less |
| PM ₁₀ | particulate matter with a diameter of 10 microns or less |

| | |
|------------------|---|
| POP | Population and Housing |
| PPH | persons per household |
| PPV | peak particle velocity |
| PRC | Public Resources Code |
| project | Montebello General Plan Update |
| proposed project | Montebello General Plan Update |
| PRIMP | Paleontological Resources Impact Mitigation |
| PS | Public Services and Recreation |
| PWD | primary wind source direction |
| PQS | Professional Qualifications Standards |
| Qa | Quaternary alluvium |
| Qg | Quaternary stream channel deposits |
| Qls | Quaternary landslide deposits |
| Qoa | Quaternary older alluvium |
| RCP | Regional Comprehensive Plan |
| RCRA | Resources Conservation and Recovery Act |
| RHNA | Regional Housing Needs Allocation |
| RMP | Risk Management Plan |
| RMS | root mean square |
| ROG | reactive organic gas |
| RPW | Relatively Permanent Waters |
| RTP | Regional Transportation Plan |
| RTP/SCS | Regional Transportation Plan/Sustainable Communities Strategy |
| RWQCB | Regional Water Quality Control Board |
| S | Safety |
| SAFE | Safer Affordable Fuel-Efficient |
| SAFE | Solvents/Automotive/Flammables/Electronics |
| SAF Plan | State Alternative Fuels Plan |
| SB | Senate Bill |
| SCAG | Southern California Association of Governments |
| SCCAB | South Central Coast Air Basin |
| SCAB | South Coast Air Basin |
| SCAQMD | South Coast Air Quality Management District |
| SCE | Southern California Edison |

| | |
|--------------------|---|
| SCS | Sustainable Communities Strategy |
| SEMS | Standardized Emergency Management System |
| SF ₆ | sulfur hexafluoride |
| SFP | School Facilities Program |
| SGMA | Sustainable Groundwater Management Act |
| SGV | San Gabriel Valley |
| SGVCOG | San Gabriel Valley Council of Governments |
| SGCVWC | San Gabriel Valley Water Company |
| SHMP | California Multi-Hazard Mitigation Plan |
| SIP | State Implementation Plan |
| SMARA | California Surface Mining and Reclamation Act |
| SMI | San Miguel Island |
| SMID | South Montebello Irrigation District |
| SO ₂ | sulfur dioxide |
| SoCalGas | Southern California Gas Company |
| SOI | Secretary of the Interior |
| SR | State Route |
| SRA | State Responsibility Area |
| ST | short term |
| STC | sound transmission class |
| SVLCR | Simi Valley Landfill and Recycling Center |
| SVP | Society of Vertebrate Paleontology |
| SWP | State Water Project |
| SWPPP | Stormwater Pollution Prevention Plan |
| SWRCB | State Water Resources Control Board |
| TAC | toxic air contaminant |
| TAZs | transportation analysis zones |
| T-BACT | best available control technologies for toxics |
| TCR | Tribal Cultural Resources |
| Technical Advisory | Technical Advisory on Evaluating Transportation Impacts in CEQA |
| TIA | Transportation Impact Analysis |
| TMDL | Total Maximum Daily Load |
| TNW | Traditional Navigable Waters |
| TRA | Transportation |

| | |
|--------|---|
| TRI | Toxic Release Inventory |
| UCMP | University of California Museum of Paleontology |
| U.S. | United States |
| US 101 | United States Highway 101 |
| USACE | United States Army Corps of Engineers |
| USDA | United States Department of Agriculture |
| USDOT | United States Department of Transportation |
| USEPA | United States Environmental Protection Agency |
| USGS | United States Geological Survey |
| USFWS | United States Fish and Wildlife Service |
| UST | underground storage tank |
| UTIL | Utilities and Service Systems |
| UWMP | Urban Water Management Plan |
| VMT | vehicle miles traveled |
| VOC | volatile organic compound |
| W | Wildfire |
| WDR | Waste Discharge Requirements |
| WQMP | Water Quality Management Plan |
| WQOs | water quality objectives |
| WELO | Model Water Efficient Landscape Ordinance |
| WSA | Water Supply Act |
| WUI | wildland-urban interface |
| XPI | Extended Phase I |
| ZEV | Zero Emissions Vehicle |

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Executive Summary

This section summarizes the characteristics of the proposed City of Montebello General Plan Update and Downtown Montebello Specific Plan (the proposed Project), project alternatives, and the project's environmental impacts.

Project Proponent

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Project Location

The City of Montebello (the Plan Area) is located approximately nine miles southeast of Downtown Los Angeles. Montebello is uniquely located within the San Gabriel Valley as well as Southeast Los Angeles County. Montebello is currently a member of the San Gabriel Valley Council of Governments as well as the Gateway Cities Council of Governments. The Plan Area is bordered by the cities of Monterey Park and Rosemead and the unincorporated community of South San Gabriel to the north; the Los Angeles County unincorporated community of East Los Angeles on the north and west; the City of Commerce on the southwest; the City of Pico Rivera on the southeast; and the Whittier Narrows Recreation area on the northeast. There are two freeways and highways that provide direct regional access to the Plan Area: State Route-60 (SR-60) to the north, and Interstate 5 (I-5) to the south.

Project Characteristics

The proposed Project includes a comprehensive update of the City's General Plan. Under the proposed Project, the City's General Plan will be reorganized and reformatted, with updated goals and policies that reflect the community's vision of Montebello that the proposed General Plan seeks to achieve. The General Plan Land Use Map will also be updated. The proposed Project also includes adoption of the Downtown Montebello Specific Plan which focuses on downtown Montebello. The proposed General Plan Update provides comprehensive goals and policies that reflect the community's vision of Montebello. The General Plan Update and Downtown Specific Plan were developed in accordance with the provisions of state law in effect at the time. Both documents reflect and include updated information relating to current relevant state law. The proposed

City of Montebello General Plan Update and Downtown Montebello Specific Plan

General Plan Update provides comprehensive policies for the entire City relating to land use/community design, mobility, quality of life, resources, services and infrastructure, and health and safety.

The proposed General Plan Update is organized into twelve chapters, including an introduction, a vision, policies, and actions, eight topical chapters, and implementation. The vision establishes the overall concepts for the future and provides context and background information on the City and the Plan itself. The State requires every General Plan to include seven elements: land use, circulation, conservation, housing, noise, open space, and safety, or for those topics to be covered in the General Plan. As detailed throughout the General Plan Update, this vision includes the following eight topical chapters:

- Our Natural Community
- Our Prosperous Community
- Our Well Planned Community
- Our Accessible Community
- Our Healthy Community
- Our Safe Community
- Our Active Community
- Our Creative Community

These General Plan Update chapters are conceived with a more readily understood vision-based title for each General Plan element. This organization also allows an integration of related aspects from each element. As shown in Table A.1 of the General Plan and Table ES-1 below, the proposed General Plan Update format satisfies the State requirements and addresses many of the optional elements as well.

Table ES-1 General Plan Chapters

| General Plan Chapters | Required/Optional Element | Topics Covered |
|----------------------------|--|--|
| Our Natural Community | Conservation, Open Space | Air and water, greenhouse gasses, open space, hillsides, watersheds, riparian areas, plants, and animals |
| Our Prosperous Community | Economic Development | Fiscal health, economic diversification, job growth, tourism |
| Our Well Planned Community | Land Use/Design, Housing, Parks and Recreation | Place types, visual character, nature of intended change, and housing |
| Our Accessible Community | Circulation | Street networks, street types, transit services, bicycle and pedestrian systems, parking , transportation demand management, and performance metrics |
| Our Healthy Community | Public Health, Noise, and Land Use | Physical health, mental health, social capital, access to healthy food, and noise |
| Our Safe Community | Safety | Police, fire, natural hazards, and climate vulnerability and resilience |
| Our Active Community | Land Use, Open Space, Parks and Recreation | Open spaces, parks and recreation facilities, and youth and senior programs |
| Our Creative Community | Culture | Arts, culture, schools, libraries, public art, and historic resources |

Source: Table A.10, Montebello General Plan 2023

Each chapter discusses its overall purpose, or vision, as it relates to the General Plan Update as a whole. The policies in each chapter then outline how the City plans to achieve this vision. Implementation actions designed to help achieve the policies are contained in Section D of the proposed General Plan Update.

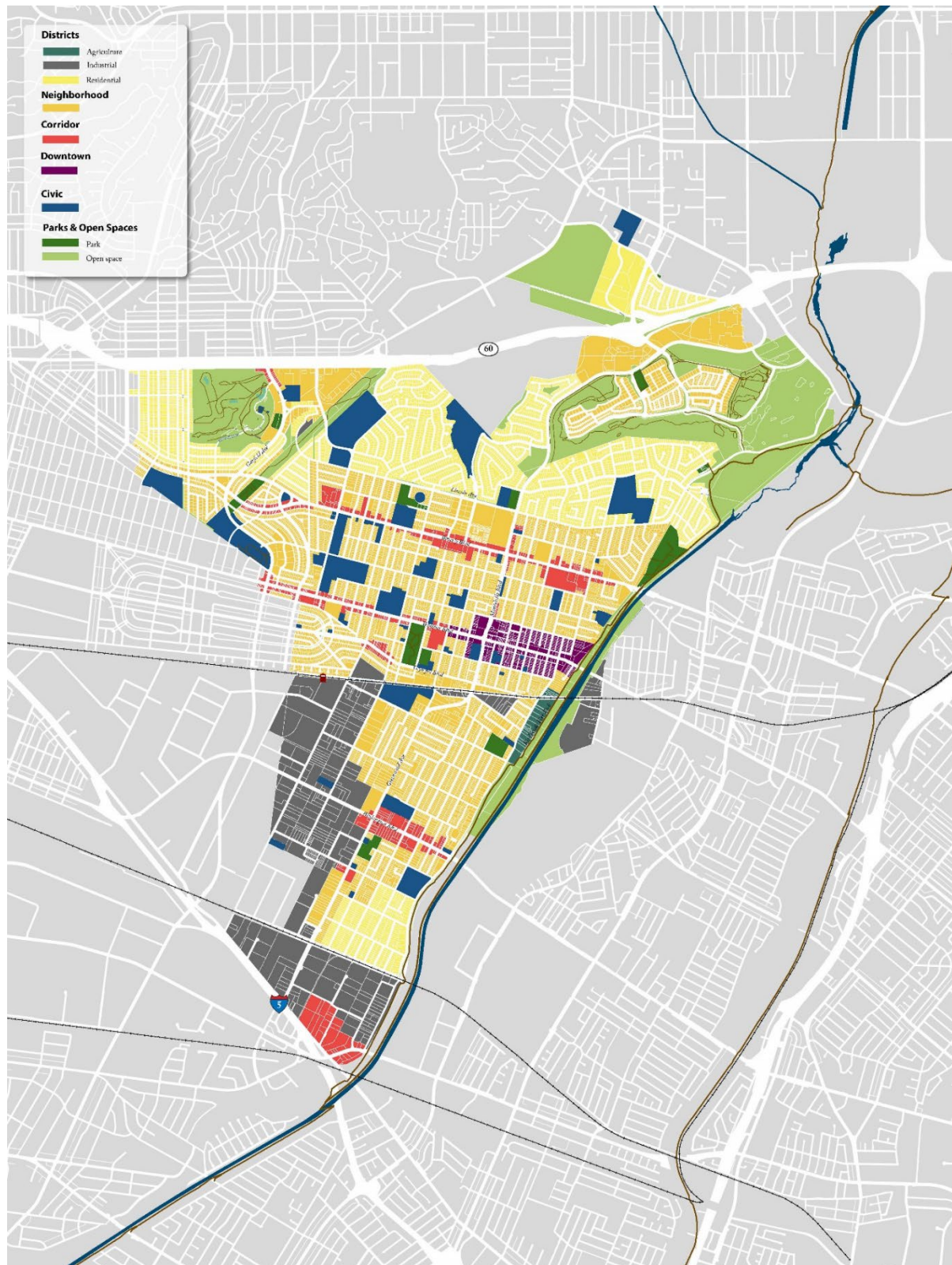
General Plan Update

The General Plan Update recognizes certain key concepts to achieve its objectives. For example, the General Plan Update focuses on a green infrastructure for the City, including maximizing shade trees along major corridors and flowering shade tree districts on neighborhood streets, establishing Downtown as a pedestrian friendly area, increasing linkages to the Rio Hondo and new Skyline Trail systems, and utilizing underused open space within utility easement areas. The General Plan Update envisions a Montebello that supports and encourages highly productive and efficient land use development as a path towards long-term financial sustainability. By reinforcing the productivity of downtown and the corridors, the total assessed value of taxable property will increase and will generate additional public revenue. The General Plan Update Land Use map, shown in Figure ES-1 below, provides an overview of the envisioned future City structure.

The proposed Downtown Montebello Specific Plan has been developed concurrently with the proposed General Plan Update. These documents are intended to enhance the public right-of-way through selective market supported infill development that includes, among other things, multi-story buildings that will augment the character and quality of the street as well as activate uses in the immediate area, giving new energy to the downtown corridor through unique, local, and high-quality experience-based retail opportunities. The Downtown Montebello Specific Plan is further described in Section 2.3.7 of this EIR.

The General Plan Update recommends enhancing the City's principal streets as part of an open space and development scaffold. The street grid is the city's most ubiquitous public space. This vision proposes the enhancement of the City's main north-south and east-west arterials. These enhancements will include streetscape improvements with landscape and appropriate navigation to make these streets identifiable routes within the overall City grid. In addition, the General Plan Update seeks to enhance existing neighborhoods with a full range of housing types, open spaces, and mixed uses that will bring most of the activities of daily living into walking distance, allowing young and elderly the independence of movement. The final concept of the General Plan Update is to provide safe and convenient multimodal travel options for residents, employees, and visitors of all ages and abilities. The City's aspirational transportation network is one that encourages users to switch from driving alone to other modes such as walking, biking, riding transit, carpooling, and taking rideshare. It is also a network that manages the City's resources in balance with its land use context and built environment. By providing a multimodal network of complete streets, the City can shift the current driving-dominant mode split towards alternative modes that can bring about public and environmental health benefits. These key concepts will assist in fulfilling the vision of the City of Montebello. Section 2.3.6, *Key Concepts of the Vision* of this EIR described these key concepts in more detail.

Figure ES-1 General Plan Land Use Map



Project Objectives

The main objectives of the proposed Project are the following:

- Promote clean air and clean water, prevent urban heat islands, reduce stormwater runoff, and promote greener neighborhoods, and nature based recreation
- Attract and retain jobs within growth industries; nurture small entrepreneurial businesses; redevelop underutilized properties along key corridors and districts; and build the City’s fiscal capacity
- Conserve and enhance stable areas, promote contextual infill, and direct productive growth to downtown, commercial districts, and corridors
- Provide safe and convenient multimodal travel options for residents, employees, and visitors of all ages and abilities through creative reimagining of the City’s transportation facilities
- Promote preventative health and well-being for all through inclusive approaches where healthy habits are encouraged
- Focus on holistic, equitable, and preventive public safety measures, increase awareness, and be prepared for natural or human-caused hazards
- Create environments that incorporate physical activity into daily activity that support health, wellness, and social connections, and provide children and adults a range of high-quality recreational opportunities
- Nurture and promote arts and cultural activities, organizations, and events and give them more visibility and prominence in the region

These objectives are discussed in more detail in Section 2.3.1 and Section 2.3.4 of this EIR.

Alternatives

As required by CEQA, this section evaluates a range of alternatives to the proposed project. Alternatives analyzed in Section 6 include the following:

- Alternative 1: No Project (see Section 6.2)
- Alternative 2: Reduced Growth Alternative (see Section 6.3)

Each of the alternatives discussed in this section has certain advantages and disadvantages as compared to the proposed Project, as described below.

- **No Project (Current General Plan).** The “No Project” Alternative involves continued implementation of the City’s current General Plan, which was adopted in 1999.¹ The No Project Alternative assumes that the City’s existing General Plan policies would continue to facilitate development in accordance with existing land use designations. The overall amount of growth anticipated to occur under the City’s current General Plan is less than what could be facilitated under the proposed Plan. The proposed Project increases allowed density in areas including the Downtown Montebello Specific Plan Area and transportation corridors and as a result increases capacity for residential and commercial development. The proposed Project would allow for an increase in the amount of development overall in the Plan Area because it allows increased residential and commercial development in these key focus areas. Therefore, it also increases

¹ The City also considered a “no growth” alternative, but rejected it as infeasible for the reasons discussed in Section 6.3 of this EIR.

the Plan Area's total potential population and amount of commercial development compared to the current General Plan. Under the current General Plan, the Plan population would not be expected to reach the SCAG forecast of 67,800 by 2045, while under the proposed Project future residential growth is predicted to increase the City's total population to 113,338. SCAG forecasts for population, households, and employment in Montebello through the year 2045 are shown in Table 4.14-4 of Section 4.14, *Population and Housing* of this EIR.

While the proposed Project preserves the existing pattern of uses in most of the Plan Area, and provides for protection of established neighborhoods, it also identifies focus areas, including downtown areas, corridors and neighborhoods that may provide opportunities to transition over time with adjustments in land use, beautification, and place making. In contrast, the No Project Alternative would continue to facilitate development in the same pattern as currently seen in the Plan Area. Under the proposed Project, new development would generally result from re-use of properties, infill development on vacant lots, conversion of uses in response to market demand (e.g., select industrial to commercial), and more intense use of land in defined areas. Growth would be redirected to the Downtown and other focus areas, which are areas where viable infrastructure is already in place. While new development under the No Project Alternative would also result from re-use of properties, conversion of uses in response to market demand, and development on vacant lots, this alternative would not include as much land zoned for medium-density residential or mixed-use development as the focus areas included under the proposed Project, and new development would therefore be spread throughout the Plan Area rather than in defined areas. Therefore, rather than potentially creating more intense use of land in the geographically well-defined focus areas, a lower amount of new, market-driven development would occur, and development under Alternative 1 would likely be spread more widely across the Plan Area, without the adjustments in land use, beautification, and place making included in the proposed Project.

- **Reduced Growth Alternative.** The Reduced Growth Alternative (Alternative 2) is included in this chapter of the EIR to address potential growth-related impacts associated with the proposed Project. The Reduced Growth Alternative is based in part on a market analysis completed by Pro Forma Advisors LLC. (Pro Forma) that analyzed the potential support for development in the Plan Area over the approximately 20-year General Plan Update horizon. This analysis assumes development throughout the Plan Area would be near the "low range" projections included in the market analysis and shown in Table 2-5 of this EIR.

Total new development potential under this alternative compared to new development potential under the proposed Project is shown in Table ES-2. Although this alternative would result in less overall new development than the proposed Project, new development is assumed to occur in the same general locations as under the proposed Project and be subject to the same goals, policies, and development standards as under the proposed Project.

Table ES-2 Total New Development Potential of Reduced Growth Alternative Compared to the Proposed Project

| Development Type | Proposed Project ¹ | Reduced Growth Alternative ² |
|-----------------------|-------------------------------|---|
| Residential | 16,893 units | 1,900 units |
| Commerce/Office Space | 368,955 sf | 238,000 sf |
| Hotel/Motel | 104 rooms | 90 rooms |

¹ Source: Proposed Project Growth Projections from Table 2-6 of this EIR

² Source: Pro Forma Market Analysis numbers rounded to the nearest thousand

Implementation of the Reduced Growth Alternative would result in development within the Plan Area that would generally meet the project objectives established for the proposed Project, although in some cases to a lesser degree than the proposed Project. The amount of new development in the Plan Area over approximately the next 20 years under the proposed Project is based on a market assessment prepared as part of the proposed General Plan Update. This market assessment was also the basis for the goals, policies, and actions contained in proposed General Plan Update Chapter C2, *Our Prosperous Community*. The goal of this chapter is to address how Montebello can attract and retain high-wage and high value enterprises and diversify and increase the local tax base. The Reduced Growth Alternative would not achieve this goal, or the policies and actions designed to help achieve this goal, to as great a degree as the proposed Project because it would not attract or create as many jobs, create as much economic growth nor increase the local tax base to the same extent as the growth accommodated by the proposed Project. As discussed in Chapter 4.14, *Population and Housing*, the proposed Project would help the City meet its RHNA allocation. The Reduced Growth Alternative would not meet the RHNA.

- **Environmentally Superior Alternative.** When the two alternatives (No Project and Reduced Growth) are compared to each other and the General Plan Update, the Reduced Growth Alternative would be environmentally superior because, apart from greater impacts to Land Use and Planning and Transportation, it would have reduced or similar environmental impacts compared to the proposed Project, while the No Project Alternative would result in greater impacts to Biological Resources, Cultural Resources, Energy, Hazards and Hazardous Materials, Noise, Transportation, Tribal Cultural Resources, and Utilities and Service Systems; with reduced impacts in Air Quality, Hydrology and Water Quality, and Population and Housing.
- **Alternatives Considered but Rejected.** The following alternatives were considered, but rejected because they either did not meet the objectives of the project, would not be feasible, or would not avoid or substantially lessen one or more significant effects of the proposed Project:

- **Relocated Focus Areas.** The Relocated Focus Areas Alternative would involve shifting the location of one or more of the focus areas identified in the General Plan Update in an attempt to avoid growth-related impacts in these areas.

Relocation of the focus areas of development included in the General Plan Update would not reduce growth-related impacts such as traffic in the Plan Area as a whole. Rather, it would simply move them to different parts of the Plan Area. Additionally, moving the focus areas away from the focus areas identified in the proposed Project could push development-related impacts to areas where viable infrastructure is not in place to support this level of development. Chapter 4.17, *Transportation*, of this EIR found that the General Plan Update's overall impacts on transportation were less than significant under CEQA. As

noted in Chapter 4.17, *Transportation*, vehicle miles travelled (VMT), not traffic congestion metrics such as LOS, is the appropriate metric for measuring the environmental impacts of traffic under CEQA. The proposed Project would reduce per capita VMT, and relocation of the focus areas would not substantially affect the proposed Project's VMT or avoid any environmental impact. Therefore, this alternative was rejected from further consideration and not included as an alternative in the analysis.

- **No Growth.** The No Growth alternative would mean no more development compared to current conditions. This option was determined to be infeasible. The No Growth alternative is not realistic because some development in Montebello is already allowed under existing land use designations and zoning, and in some cases may have already received approvals or other entitlements. The No Growth alternative would require a growth moratorium ordinance that would restrict property development rights that already exist under existing policies and regulations, which could raise issues related to property rights and takings. Additionally, the No Growth alternative would not meet several of the main objectives of the proposed Project as well as the proposed Project. These objectives are listed below and discussed in Section 2.3.1 and 2.3.4 of this EIR.
 - Promote clean air and clean water, prevent urban heat islands, reduce stormwater runoff, and promote greener neighborhoods, and nature based recreation
 - Attract and retain jobs within growth industries; nurture small entrepreneurial businesses; redevelop underutilized properties along key corridors and districts; and build the City's fiscal capacity
 - Conserve and enhance stable areas, promote contextual infill, and direct productive growth to downtown, commercial districts, and corridors
 - Provide safe and convenient multimodal travel options for residents, employees, and visitors of all ages and abilities through creative reimagining of the City's transportation facilities
 - Promote preventative health and well-being for all through inclusive approaches where healthy habits are encouraged
 - Focus on holistic, equitable, and preventive public safety measures, increase awareness, and be prepared for natural or human-caused hazards
 - Create environments that incorporate physical activity into daily activity that support health, wellness, and social connections, and provide children and adults a range of high-quality recreational opportunities
 - Nurture and promote arts and cultural activities, organizations, and events and give them more visibility and prominence in the region

Many of these objectives would not be possible without development of new residential and non-residential projects, which would induce growth in the Plan Area. If the green network, open space, and transit improvements listed as objectives of the proposed Project are not considered growth, they could still be considered under the No Growth alternative. However, without development growth the City would have to find a funding mechanism for public improvements without development fees or development related revenues. Therefore, feasibly meeting these objectives under the City's current fiscal structure would not be possible under the No Growth alternative.

The No Growth alternative would not meet these objectives because all of them would require at least some development. Therefore, this scenario was rejected from further consideration and this

option was not included as an alternative in the analysis. No other alternatives were identified that would feasibly attain most of the basic project objectives, but also avoid or substantially lessen the significant effects of the project.

Areas of Known Controversy and Issues to be Resolved

Responses to the Notice of Preparation (NOP) of a Draft EIR and input received at the EIR scoping meeting held by the City are summarized in Chapter 1, *Introduction* and Table 1-1 of that section. No known areas of controversy or other issues to be resolved have been identified based on this public input.

Required Discretionary Actions

With recommendations from the City’s Planning Commission, the Montebello City Council will need to take the following discretionary actions in conjunction with the proposed Project:

- Certification of the Final EIR for the proposed Project
- Approval of the proposed Project

An updated Housing Element for the City of Montebello is included in the General Plan Update and analyzed in this EIR. All proposed population and housing growth relative to the updated Housing Element and the rest of the proposed Project is accounted for and analyzed in this EIR. The General Plan Update includes an update of the City’s 6th Cycle Housing Element (2021-2029), in compliance with the requirements of State Housing Element law. In an effort to meet deadlines imposed by the California Department of Housing and Community Development (“HCD”), the City’s Housing Element update was advanced and ultimately adopted by the City Council in June 2022 and subsequently certified by HCD on July 11, 2022.

The proposed Project does not involve any annexation of lands or adjustments to the City’s Sphere of Influence. If annexation is pursued in the future, it would require approval from the Los Angeles County Local Agency Formation Commission.

The Downtown Montebello Specific Plan includes development standards (the zoning code for the downtown parcels) that will be adopted with the General Plan. The City will also amend its Zoning Code following adoption of the proposed Project to maintain consistency between the General Plan and the Zoning Code for areas outside the Downtown Montebello Specific Plan Area, including specific land use regulations for parcel development defined in the Zoning Code.

The City of Montebello is the lead agency under CEQA for this EIR because it has primary discretionary authority to determine whether or how to approve the proposed Project. Although there are no responsible agencies for the Plan², several other agencies potentially have approval authority over individual developments that could be reasonably anticipated under the proposed Project. These agencies include, but are not limited to, the California Department of Transportation, the California Department of Fish and Wildlife (CDFW), the South Coast Air Quality Management District (SCQAMD), and the Los Angeles Regional Water Quality Control Board (LARWQCB). The EIR

² Section 15381 of the CEQA Guidelines defines a responsible agency as “A public agency which proposes to carry out or approve a project, for which a lead agency is preparing or has prepared an EIR or Negative Declaration. For purposes of CEQA, responsible agencies include all public agencies other than the lead agency that have discretionary approval authority over the project.”

will also be submitted to these agencies for review and comment. The potential roles of these agencies are further described in Section 1.3, *Lead, Responsible, and Trustee Agencies* of this EIR.

Summary of Impacts and Mitigation Measures

Table ES-3 summarizes the environmental impacts of the proposed Project, proposed mitigation measures, and residual impacts. Impacts are categorized by their severity. Significant and Unavoidable impacts require a statement of overriding considerations to be issued per Section 15093 of the CEQA Guidelines if the Plan is approved. Impacts classified as Less than Significant with Mitigation Incorporated are significant adverse impacts that can be feasibly mitigated to a less than significant level and that require findings to be made under Section 15091 of the CEQA Guidelines. Less than Significant impacts are those that do not exceed identified thresholds and do not require findings. No Impact indicates the Plan would have no effect on environmental conditions or would reduce existing environmental problems or hazards.

Table ES-3 Summary of Impacts, Mitigation Measures, and Significance After Mitigation

| Impact | Mitigation Measure | Significance After Mitigation |
|---|--|---|
| Aesthetics | | |
| Impact AES-1: The proposed Project would facilitate new development in Montebello, and may affect public views of scenic vistas, but adherence to Municipal Code requirements, development review procedures, and City policies would reduce potential impacts to scenic vistas to a less than significant level. | Implementation of required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required. | Less than significant without mitigation. |
| Impact AES-2: The proposed Project would facilitate development and activities that have the potential to impact scenic resources, including trees, rock outcroppings, and historic buildings. Future development could result in direct impacts to scenic resources should construction result in the physical demolition, destruction, relocation, or alteration of a scenic resource. compliance with City development review procedures would reduce potential impacts to scenic resources to a less than significant level. | None required. | Less than significant without mitigation. |
| Impact AES-3: While the proposed Project would accommodate development that would alter the visual character of Montebello, it would also establish goals, policies, and actions designed to protect and improve the visual character and quality of the community, including the Plan’s focus areas. These policies and actions would be applied and enforced through the City’s standard development review procedures. Impacts would be less than significant. | Implementation of required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required. | Less than significant without mitigation. |
| Impact AES-4: New development carried out under the proposed Project would add new sources of light and glare to Montebello, but development would primarily consist of revitalization and enhancements of existing sites. The proposed Project would not significantly increase light and glare beyond existing levels and impacts would therefore be less than significant. | Implementation of required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required. | Less than significant without mitigation. |
| Agriculture and Forestry Resources | | |
| Impact AG-1: The Plan Area contains several parcels designated as Farmland. The surrounding area is almost entirely developed with urban uses and does not contain Farmland, land zoned for agricultural use, or land under Williamson Act contract. Implementation of the proposed Project would not result in the conversion of Farmland, a conflict with existing zoning for agricultural use or a Williamson Act contract, or the conversion of Farmland to non-agricultural use, and there would be no impact. | None required. | Less than significant without mitigation. |
| Impact AG-2: The Plan Area does not contain forest land, timberland, or timberland zoned Timber Production. Implementation of the proposed Project would not result in the loss or conversion of forest land or conflicts with existing zoning for forest land, timberland, or Timberland Production. There would be no impact. | None required. | Less than significant without mitigation. |

| Impact | Mitigation Measure | Significance After Mitigation |
|--|--|---|
| Air Quality | | |
| <p>Impact AQ-1: Individual development projects carried out under the proposed Project would generate construction and operational-related emissions. Such emissions may conflict with or obstruct implementation of SCAQMD’s Air Quality Management Plan. Implementation of policies in the proposed General Plan Update, compliance with existing regulations, and implementation of mitigation would reduce construction and operational emissions, but not always to a less than significant level. This impact would be significant and unavoidable.</p> | <p>MM-AQ-1 Tier 4 and Alternately Fueled Equipment</p> <p>Prior to issuance of grading permits, the City Engineer and the Chief Building Official shall confirm that the grading plan, building plans, and specifications stipulate that the following measures shall be implemented:</p> <ul style="list-style-type: none"> ▪ All mobile off-road equipment (wheeled or tracked) used during construction activities shall meet the USEPA Tier 4 final standards. Tier 4 certification can be for the original equipment or equipment that is retrofitted to meet the Tier 4 Final standards. ▪ Alternative Fuel (natural gas, propane, electric, etc.) construction equipment shall be incorporated where available. These requirements shall be incorporated into the contract agreement with the construction contractor. A copy of the equipment’s certification or model year specifications shall be available upon request for all equipment on-site. ▪ Electricity shall be supplied to the site from the existing power grid to support the electric construction equipment. If connection to the grid is determined to be infeasible for portions of the project, a non-diesel fueled generator shall be used. ▪ The construction contractor shall water the site two times per day during demolition activities. ▪ The project shall comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than five minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction. | <p>Implementation of Mitigation Measures AQ-1 through AQ-4 would reduce air quality impacts and therefore contribute to reductions in regional air quality pollution consistent with the goals of the AQMP. However, given the unknown specifics of each future project carried out under the proposed Project, there is the potential that even with these measures, operational impacts would remain significant and unavoidable.</p> |

| Impact | Mitigation Measure | Significance After Mitigation |
|--------|--|-------------------------------|
| | <p>MM-AQ-2 Architectural Coating Prior to issuance of building permits, the City Engineer and the Chief Building Official shall confirm that building plans and specifications stipulate that all architectural coating phases shall implement low/zero VOC coating unless project specific modeling determines higher VOC content coatings result in VOC emissions below the 75 lbs./day.</p> <p>MM-AQ-3 Hearth Prior to issuance of building permits, the City Engineer and the Chief Building Official shall confirm that the building plans stipulate that all multi-family residential developments shall not incorporate wood or natural gas fireplaces. Electric fireplaces are allowable under this mitigation measure.</p> <p>MM-AQ-4 Air Quality Assessment Individual developments carried out under the proposed Project shall do the following:</p> <ul style="list-style-type: none"> ▪ Discretionary Projects: Discretionary projects shall complete the analysis described in the Non-Discretionary Projects bullet below, consistent with CEQA requirements. Impacts shall be reduced below regulatory thresholds or to the furthest extent possible. ▪ Non-Discretionary Projects: The following types of non-discretionary projects shall require an air quality technical assessment and incorporate measures such that impacts are reduced to below regulatory thresholds or to the furthest extent possible <ul style="list-style-type: none"> ▫ Projects where sensitive receptors are less than 1,000 feet from the project boundary ▫ Construction with use of substantial (more than two pieces) heavy construction equipment use | |

| Impact | Mitigation Measure | Significance After Mitigation |
|---|---|--|
| <p>Impact AQ-2: Individual development projects carried out under the proposed Project would generate construction and operational-related emissions. Such emissions may result in adverse impacts to regional air quality. Implementation of policies in the proposed General Plan Update, compliance with existing regulations, and implementation of mitigation would reduce construction and operational emissions, but not always to a less than significant level. This impact would be significant and unavoidable.</p> | <ul style="list-style-type: none"> ▫ Projects with construction period lasting longer than 2 months of heavy equipment use <p>Implementation of mitigation measures MM AQ-1 through MM AQ-3 would reduce emissions for individual projects carried out under the proposed Project.</p> | <p>With incorporation of Mitigation Measures AQ-1 and AQ-2, emissions from construction activities could be reduced to less than significant levels for individual projects implemented under the proposed Project. As part of Mitigation Measure AQ-2, individual residential projects shall implement low/zero VOC coating unless project specific modeling shows higher VOC coating would emit emissions below 75 lbs./day. Adherence to applicable policies of the proposed General Plan Update, SCAQMD rules, and feasible mitigation would reduce potential construction-related impacts to the greatest extent possible. However, given the unknown specifics of each individual project, there is the potential that even with these measures, construction impacts would remain significant and unavoidable.</p> <p>With incorporation of policies of the proposed General Plan Update, regulatory requirements, and Mitigation Measure AQ-3, the proposed Project's growth emissions would still exceed the SCAQMD regional thresholds. In addition, given the unknown specifics of each individual project, there is the potential that even with these measures, operational impacts would be significant and unavoidable.</p> |

| Impact | Mitigation Measure | Significance After Mitigation |
|--|---|---|
| <p>Impact AQ-3 Individual development projects carried out under the proposed Project would generate construction- and operational-related emissions. Such emissions may result in adverse impacts to local air quality. Implementation of policies of the proposed General Plan Update, compliance with existing regulations, and implementation of mitigation would reduce construction and operational emissions, but not always to a less than significant level. This impact would be significant and unavoidable.</p> | <p>Implementation of Mitigation Measures AQ-1, AQ-3, and AQ-4 would reduce construction and operational related localized emissions for individual projects carried out under the proposed Project.</p> | <p>With implementation of Mitigation Measure AQ-1 and AQ-4, which require Tier 4 or alternative fueled equipment, and emissions analysis of discretionary and non-discretionary projects, exhaust and fugitive dust emissions of PM₁₀ and PM_{2.5} would be reduced from that of a standard construction fleet and standard dust management practice. Reducing exhaust PM₁₀ and PM_{2.5} reduces DPM emissions from the operation of diesel construction equipment. Reducing DPM reduces cancer risk and non-carcinogenic risk to nearby sensitive receptors to less than significant levels. In addition, under Mitigation Measure AQ-4, individual projects would be required to conduct an air quality technical assessment and provide project-specific mitigation to reduce PM₁₀ and PM_{2.5} construction impacts to less than significant.</p> <p>With implementation of Mitigation Measure AQ-3, PM_{2.5} emissions could be reduced to below regulatory thresholds and therefore would be less than significant. However, given the unknown specifics of each individual project, there is the potential that even with these measures, operational impacts would be significant and unavoidable.</p> |
| <p>Impact AQ-4: Individual development projects carried out under the proposed Project would generate construction- and operation-related odors. Such emissions may result in temporary impacts to local air quality. Implementation of policies from the proposed General Plan Update and compliance with existing regulations would reduce odor emissions to a less than significant level.</p> | <p>Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.</p> | <p>Less than significant without mitigation.</p> |

| Impact | Mitigation Measure | Significance After Mitigation |
|--|--|--|
| Biological Resources | | |
| <p>Impact BIO-1: The Plan Area is largely urbanized, and the proposed Project would prioritize development on infill sites that have been previously developed and/or disturbed. Nevertheless, reasonably foreseeable development carried out under the proposed Project could potentially adversely impact special-status species or their habitat. Local special-status species and nesting birds are expected to occur within the Plan Area during potential construction periods and may be affected by construction activity. Impacts would be less than significant with adherence to goals and policies from the proposed General Plan Update and Mitigation Measures BIO-1 and BIO-2.</p> | <p>MM-BIO-1 Project-specific Biological Resources Assessment</p> <p>For projects that require vegetation removal, ground disturbance of unpaved areas, parking or staging of equipment or material on unpaved areas, access routes on unpaved areas, or rehabilitation or construction staging within 300 feet of unpaved areas (except for landscaped developed areas) that contain or have the potential to support special-status species, open space, sensitive natural communities, or suitable habitat to support special-status species, the following shall apply:</p> <p>Prior to the issuance of a development permit, a qualified biologist shall be retained by the project applicant to conduct a site-specific biological resources reconnaissance survey of the site. The biological resources assessment shall characterize the biological resources present on the project site and evaluate the presence or absence of sensitive species and habitats. The biological resources assessment will aid in determining the project’s potential direct, indirect, and cumulative biological impacts, as well as specific avoidance measures necessary to offset those impacts.</p> <p>If the biologist determines that special-status plant species may occur, focused surveys for special-status plants shall be completed in accordance with <i>Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities</i> (CDFW, March 20, 2018, or its successor) and <i>Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed and Candidate Plants</i> (USFWS, September 23, 1996; or its successor). If it is determined that the project site has suitable habitat for special-status wildlife, focused surveys shall be conducted to determine presence/absence including species-specific surveys in accordance with CDFW or USFWS protocols for sensitive, state</p> | <p>Implementation of Mitigation Measures BIO-1 and BIO-2 would reduce potential impacts to special-status, locally important species, sensitive habitats, and nesting birds to less than significant levels.</p> |

| Impact | Mitigation Measure | Significance After Mitigation |
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| | <p>or federally listed species, respectively, that may occur. If the biologist determines that sensitive habitats and/or regulated aquatic resources may be present, additional focused studies to further assess and delineate the habitat (such as a formal jurisdictional determination for wetlands and waters) shall be conducted.</p> <p>A report shall be prepared that identifies 1) approximate population size and distribution of any sensitive plant or animal species, 2) any sensitive habitats or sensitive natural communities (such as wetlands or riparian areas), and 3) any potential impacts of the project on wildlife corridors. Off-site areas that may be directly or indirectly affected by the individual project shall also be surveyed. The report shall include site location, literature sources, methodology, timing of surveys, vegetation map, site photographs, and descriptions of on-site biological resources (e.g., observed and detected species, as well as an analysis of those species with the potential to occur on-site). The biological resources assessment report and surveys shall be conducted by a qualified biologist, and any special status species surveys shall be conducted according to standard methods of surveying for the species as appropriate.</p> <p>If sensitive species and/or habitat are absent from the individual project site and adjacent lands potentially affected by the individual project, a written report substantiating such shall be submitted to the City Planning Division prior to issuance of a grading permit, and the project may proceed without any further biological investigation.</p> <p>If it is determined that a special-status species and/or habitats may be impacted by a project, the biological report shall identify additional mitigation measures such as avoidance, minimization, restoration, or compensation to reduce impacts to a less than significant level prior to issuance of a</p> | |

| Impact | Mitigation Measure | Significance After Mitigation |
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| | <p>development permit from the City or performing any ground disturbance activities (e.g., geotechnical boring or vegetation removal). In the case of ESA and/or CESA listed species, consultation with USFWS and/or CDFW shall occur prior to issuance of a development permit from the City or performing any ground disturbance activities, to determine measures to address impacts such as avoidance, minimization, restoration, or compensation. In the case of regulated aquatic resources, the USACE, CDFW, and RWQCB will be consulted regarding their respective jurisdictions and any necessary permits obtained prior to issuance of a development permit from the City.</p> <p>MM-BIO-2 Pre-Construction Bird Surveys and Nest Avoidance</p> <p>For construction activities initiated during the bird nesting season (February 1 through August 31) involving removal of trees, vegetation or other nesting bird habitat, including abandoned structures and other man-made features, a pre-construction nesting bird survey shall be conducted no more than three days prior to initiation of ground disturbance and vegetation removal activities. The nesting bird pre-construction survey shall be conducted on foot and shall include a 300-foot buffer around the construction site. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in and around the Plan Area (i.e., qualified biologist). If nests are found, an avoidance buffer shall be determined by a qualified biologist dependent upon the species, the location of the nest, the proposed work activity, and existing disturbances associated with land uses within and outside of the site. The avoidance buffer shall be demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to demarcate the boundary. All construction personnel shall be notified as to the existence of</p> | |

| Impact | Mitigation Measure | Significance After Mitigation |
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| | <p>the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities shall occur within the buffer until the biologist has confirmed that breeding/ nesting is completed, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist on the basis that the encroachment will not be detrimental to an active nest. A report summarizing the pre-construction survey(s) shall be prepared by a qualified biologist and shall be submitted to the City prior to the commencement of construction activities.</p> <p>Site plans shall include a statement acknowledging compliance with the federal MBTA and CFGC that includes avoidance of active bird nests and identification of Best Management Practices to avoid impacts to active nests, including checking for nests prior to construction activities during February 1 to August 31 and what to do if an active nest is found so that the nest is not inadvertently impacted during grading or construction activities.</p> | |
| <p>Impact BIO-2: reasonably foreseeable development carried out under the proposed Project would not adversely impact riparian habitat or other sensitive natural communities during project construction. Impacts would be less than significant with adherence to policies of the proposed General Plan Update along with compliance with state and federal regulations. Impacts would be less than significant.</p> | <p>Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.</p> | <p>Less than significant without mitigation.</p> |
| <p>Impact BIO-3: Development carried out under the proposed Project would largely avoid impacts to wildlife movement corridors by emphasizing intensification/reuse of existing urbanized areas. Impacts would be less than significant with incorporation of policies of the proposed General Plan Update along with compliance with state and federal regulations. Impacts would be less than significant.</p> | <p>None required beyond compliance with applicable Plan policies and regulations already discussed in this section.</p> | <p>Less than significant without mitigation.</p> |
| <p>Impact BIO-4: The proposed Project would not conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. There would be no impact.</p> | <p>Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required</p> | <p>Less than significant without mitigation.</p> |

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| Cultural Resources | | |
| <p>Impact CUL-1: Development carried out under the proposed Project may cause a substantial adverse change in the significance of historical resources that have already been identified or may be identified in the Plan Area. This impact would be significant and unavoidable.</p> | <p>MM-CUL-1 Historical Resources</p> <p>A historical resources evaluation (HRE) shall be prepared for any discretionary project carried out under the proposed Project involving the demolition or physical alteration of any building, structure, object, or other built environment feature that is 45 years of age or older. The evaluation shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior’s (SOI) Professional Qualifications Standards (PQS) in architectural history or history (National Park Service 1983). The qualified architectural historian or historian shall conduct an intensive-level evaluation in accordance with the guidelines and best practices promulgated by the California Office of Historic Preservation to identify any potential historical resources within the proposed development site. All properties 45 years of age or older shall be evaluated within their historic context and documented in a report meeting California Office of Historic Preservation guidelines. All evaluated properties shall be documented on California Department of Parks and Recreation Series 523 Forms. HREs shall be submitted to the City for review and concurrence. If the property is already listed in the NRHP or CRHR, the HRE described above shall not be required.</p> <p>If a property is found to not qualify as a historical resource, no additional work relating to historical resources shall be required. If historical resources are identified within a proposed development site, efforts shall be made to the greatest extent feasible to ensure that impacts are mitigated. As applicable, efforts shall be made to the greatest extent feasible to ensure that the alteration of the resource is undertaken in a manner consistent with the</p> | <p>Implementation of Mitigation Measure CUL-1 would reduce impacts to historical resources by identifying and evaluating significant historical resources and managing relocation, rehabilitation, or alteration in compliance with the Standards as applicable. However, even with implementation of this mitigation measure, historical resources could still be materially impaired by future development that carried out under the proposed Project. While HABS-like documentation would reduce these impacts to the greatest extent feasible in cases where compliance with the Standards or avoidance is not possible, legal precedent has established that such a measure cannot mitigate impacts to a level of less than significant because the loss of historical fabric cannot be readily compensated for by commemorative mitigation.³ Therefore, impacts would be significant and unavoidable.</p> |

³ League For Protection of Oakland’s Architectural and Historic Resources, Plaintiff and Appellant, v. City of Oakland et al., Montgomery Ward & Co., Inc., et al. No. A074348. First District, Division One. Feb 10, 1997.

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| | <p>Secretary of the Interior’s Standards for the Treatment of Historic Properties (Standards). In accordance with CEQA, a project that has been determined to conform with the Standards generally would not cause a significant adverse direct or indirect impact to historical resources (14 CCR § 15126.4(b)(1)). Application of the Standards shall be overseen by a qualified architectural historian or historic architect meeting the PQS. In conjunction with any development application that may affect the historical resource, a report identifying and specifying the treatment of character-defining features and construction activities shall be prepared by a historian or architectural historian meeting the PQS in history or architectural history and provided to the City for review and concurrence. As applicable, the report shall demonstrate how the project complies with the Standards and be submitted to the City for review and approval prior to the issuance of any permits.</p> <p>If significant historical resources are identified on a development site and compliance with the Standards and or avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. Mitigation measures may include documentation of the historical resource in the form of a Historic American Building Survey (HABS)-like report. The report shall comply with the Secretary of the Interior’s Standards for Architectural and Engineering Documentation and shall generally follow the HABS Level III requirements, including digital photographic recordation, detailed historic narrative report, and compilation of historical research. The documentation shall be completed by a qualified architectural historian or historian who meets the SOI PQS and submitted to the City of Montebello, Planning & Community Development Department, Planning Division prior to issuance of</p> | |

| Impact | Mitigation Measure | Significance After Mitigation |
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| <p>Impact CUL-2: Development carried out under the proposed Project may cause a substantial adverse change in the significance of archaeological resources that may be present in the Plan Area, including those that qualify as historical resources. This impact would be significant but mitigable.</p> | <p>any permits for demolition or alteration of the historical resource.</p> <p>MM-CUL-2 Phase I Archaeological Resources Study For any discretionary project carried out the proposed Project, a Phase I Archaeological Resources Study (Phase I) shall be prepared if the project will involve ground disturbance (unless the project site is within soils that can be reliably demonstrated as being non-native or artificial fill). If a project would solely involve the refurbishment of an existing building and no ground disturbance would occur, this measure would not be required. The study shall be performed by a qualified professional meeting the Secretary of the Interior’s (SOI’s) Professional Qualification Standards (PQS) for archaeology (National Park Service 1983). Methods shall include a pedestrian survey of the project site and sufficient background research and field sampling to determine whether archaeological resources may be present. Archival research shall include a records search of the South Central Coastal Information Center no more than two years old and a Sacred Lands File search with the Native American Heritage Commission. The Phase I technical report documenting the study shall include recommendations that must be implemented prior to and/or during construction to avoid or reduce impacts on archaeological resources. The Phase I shall be submitted to the City of Montebello, Planning & Community Development Department, Building and Safety Division for review and approval prior to the issuance of any grading or construction permits. Recommendations in the Phase I shall be made Conditions of Approval and shall be implemented throughout all ground disturbance activities.</p> <p>MM-CUL-3 Extended Phase 1 Testing For any projects proposed within 100 feet of a known archaeological site and/or in areas identified as sensitive by a Phase I [Mitigation Measure</p> | <p>Implementation of mitigation measures CUL-2 through CUL-8 would reduce impacts to archaeological resources to less than significant levels by ensuring the avoidance of archeological resources to the extent feasible, or by identifying, evaluating, and conducting data recovery of archaeological resources that may be impacted by future projects in a timely manner.</p> |

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| | <p>CUL-2], the project applicant shall retain a qualified archaeologist to conduct an Extended Phase I (XPI) study to determine the presence/absence and extent of archaeological resources on the project site. XPI testing should comprise a series of shovel test pits and/or hand augured units and/or mechanical trenching to establish the boundaries of archaeological site(s) on the project site. If the boundaries of the archaeological site are already well understood from previous archaeological work, an XPI will not be required. If the archaeological resource(s) of concern are Native American in origin, the qualified archaeologist shall confer with local California Native American tribe(s).</p> <p>All archaeological excavation shall be conducted by a qualified archaeologist(s) under the direction of a principal investigator meeting the SOI's PQS for archaeology (National Park Service 1983). If an XPI report is prepared, it shall be submitted to the Planning & Community Development Department, Building and Safety Planning Division for review and approval prior to the issuance of any grading or construction permits. Recommendations contained therein shall be implemented for all ground disturbance activities.</p> <p>MM-CUL-4 Archaeological Site Avoidance Any identified archaeological sites (determined after implementing mitigation measures CUL-2 and/or CUL-3) shall be avoided by project-related construction activities, where feasible. A barrier (temporary fencing) and flagging shall be placed between the work location and any resources within 60 feet of a work location to minimize the potential for inadvertent impacts.</p> <p>MM-CUL-5 Phase II Site Evaluation If the results of any Phase I and/or XPI (mitigation measures CUL-2 and/or CUL-3) indicate the presence of archaeological resources that cannot</p> | |

| Impact | Mitigation Measure | Significance After Mitigation |
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| | <p>be avoided by the project (Mitigation Measure CUL-4) and that have not been adequately evaluated for the National Register of Historic Places or California Register of Historical Resources (CRHR) listing at the project site, the qualified archaeologist shall conduct a Phase II investigation (Phase II) to determine if intact deposits remain and if they may be eligible for the CRHR or qualify as unique archaeological resources. If the archaeological resource(s) of concern are Native American in origin, the qualified archaeologist shall confer with local California Native American tribe(s).</p> <p>The Phase II evaluation shall include any necessary archival research to identify significant historical associations and mapping of surface artifacts, collection of functionally or temporally diagnostic tools and debris, and excavation of a sample of the cultural deposit. The sample excavation will characterize the nature of the sites, define the artifact and feature contents, determine horizontal and vertical boundaries, and retrieve representative samples of artifacts and other remains.</p> <p>If the archeologist and, if applicable, a Native American monitor (see Mitigation Measure TCR-1 [Section 4.17, <i>Tribal Cultural Resources</i>]) or other interested tribal representative determine it is appropriate, cultural materials collected from the site shall be processed and analyzed in a laboratory according to standard archaeological procedures. The age of the materials shall be determined using radiocarbon dating and/or other appropriate procedures; lithic artifacts, faunal remains, and other cultural materials shall be identified and analyzed according to current professional standards. The significance of the sites shall be evaluated according to the criteria of the CRHR. The results of the investigations shall be presented in a technical report following the standards of the California Office of Historic Preservation publication</p> | |

| Impact | Mitigation Measure | Significance After Mitigation |
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| | <p>“Archaeological Resource Management Reports: Recommended Content and Format (1990 or latest edition).” The report shall be submitted to the City of Montebello for review and approval prior to the issuance of any grading or construction permits. Recommendations in the Phase II shall be implemented for all ground disturbance activities.</p> <p>MM-CUL-6 Phase III Data Recovery</p> <p>Should the results of the Phase II site evaluation (Mitigation Measure CUL-5) yield resources that meet CRHR significance standards and if the resource cannot be avoided by project construction in accordance with CUL-4, the project applicant shall ensure that all feasible recommendations for mitigation of archaeological impacts are incorporated into the final design and approved by the City of Montebello prior to construction, through the development of a Phase III Data Recovery report (phase III) program. Any necessary Phase III data recovery excavation, conducted to exhaust the data potential of significant archaeological sites, shall be carried out by a qualified archaeologist meeting the SOI PQS for archaeology according to a research design reviewed and approved by the City of Montebello prepared in advance of fieldwork and using appropriate archaeological field and laboratory methods consistent with the California Office of Historic Preservation Planning Bulletin 5 (1991), <i>Guidelines for Archaeological Research Design</i>, or the latest edition thereof. If the archaeological resource(s) of concern are Native American in origin, the qualified archaeologist shall confer with local California Native American tribe(s). If applicable, a Native American monitor shall be present.</p> <p>As applicable, the final Phase III Data Recovery reports shall be submitted to the City of Montebello, Planning & Community Development Department, Building and Safety Division prior to</p> | |

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| | <p>issuance of any grading or construction permit. Recommendations contained therein shall be implemented throughout all ground disturbance activities.</p> <p>MM-CUL-7 Cultural Resources Monitoring If recommended by Phase I, XPI, Phase II, or Phase III studies [mitigation measures CUL-2, CUL-3, CUL-5, and/or CUL-6], the project applicant shall retain a qualified archaeologist to monitor project-related, ground-disturbing activities, subject to review and approval by the City of Montebello Planning & Community Development Department, Building and Safety Division . If archaeological resources are encountered during ground-disturbing activities, mitigation measures CUL-4 through CUL-6 shall be implemented, as appropriate.</p> <p>MM-CUI-8 Unanticipated Discovery of Archaeological Resources If archaeological resources are encountered during ground-disturbing activities, work within 60 feet shall be halted and the project archaeologist meeting the SOI’s PQS for archaeology shall immediately evaluate the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work may be warranted, such as data recovery excavation, to mitigate any significant impacts to historical resources. Any reports required to document and/or evaluate unanticipated discoveries shall be submitted to the City of Montebello Planning & Community Development Department, Building and Safety Division for review and approval. Recommendations contained therein shall be implemented throughout the remainder of ground disturbance activities.</p> | |

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| <p>Impact CUL-3: The discovery of human remains is always a possibility during ground-disturbing activities. Ground disturbance associated with development carried out under the proposed Project may disturb or damage known or unknown human remains. This impact would be less than significant with adherence to existing regulations</p> | <p>Because this impact would be less than significant due to implementation of required regulations, mitigation measures are not required.</p> | <p>Compliance with existing regulations would reduce proposed Project impacts to human remains to less than significant levels by ensuring proper identification and treatment of any human remains that may be present.</p> |
| Energy | | |
| <p>Impact E-1: Because the proposed Project would promote urban infill and create diverse and walkable neighborhoods, neither construction nor operation of reasonably foreseeable development under the proposed Project would result in a significant environmental impact due to the wasteful, inefficient, or unnecessary consumption of energy resources. Impacts would be less than significant.</p> | <p>Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.</p> | <p>Less than significant without mitigation.</p> |
| <p>Impact E-2: The proposed Project includes policies in the proposed General Plan Update that promote energy efficient and renewable energy development in the Plan Area. Therefore, the proposed Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and there would be no impact</p> | <p>None required.</p> | <p>Less than significant without mitigation.</p> |
| Geology and Soils | | |
| <p>Impact GEO-1 The Plan Area is not within an Alquist-Priolo earthquake fault zone, therefore there impacts related surface fault rupture would be less than significant.</p> | <p>Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.</p> | <p>Less than significant without mitigation.</p> |
| <p>Impact GEO-2: Development facilitated by the proposed Project could result in exposure of people or structures to risk of loss, injury, or death involving strong seismic ground shaking; however, impacts would be less than significant with required adherence to existing regulations.</p> | <p>None required</p> | <p>Less than significant without mitigation.</p> |
| <p>Impact GEO-3: Development facilitated by the proposed Project could result in exposure of people or structures to a risk of loss, injury, or death involving liquefaction; however, impacts would be less than significant with required adherence to existing regulations.</p> | <p>None required</p> | <p>Less than significant without mitigation.</p> |
| <p>Impact GEO-4: Development facilitated by the proposed Project could result in exposure of people or structures to a risk of loss, injury, or death involving landslides; however, impacts would be less than significant with required adherence to existing regulations.</p> | <p>None required</p> | <p>Less than significant without mitigation.</p> |

City of Montebello
City of Montebello General Plan Update and Downtown Montebello Specific Plan

| Impact | Mitigation Measure | Significance After Mitigation |
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| <p>Impact GEO-5: Construction of development projects carried out under the proposed Project could result in soil erosion, but impacts would be less than significant with required adherence to existing regulations</p> | <p>Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.</p> | <p>Less than significant without mitigation.</p> |
| <p>Impact GEO-6: Development facilitated by the proposed Project may be at risk of landslides, lateral spreading, liquefaction, or collapse; however, impacts would be less than significant with required adherence to existing regulations.</p> | <p>Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.</p> | <p>Less than significant without mitigation.</p> |
| <p>Impact GEO-7: Development carried out under the proposed Project may result in construction of structures on expansive soils that could create a substantial risk to life or property, but all new development would be required to comply with the standards of the CBC, which would ensure that expansive soils are remediated or that foundations and structures are engineered to withstand the forces of expansive soil. Compliance with these requirements would reduce this impact to a less than significant level.</p> | <p>Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.</p> | <p>Less than significant without mitigation.</p> |
| <p>Impact GEO-8: Development facilitated by the proposed Project would not require the use of septic tanks or alternative wastewater disposal systems; no impact would occur.</p> | <p>Implementation of proposed Project would have no impact, no mitigation is required.</p> | <p>No impact</p> |
| <p>Impact GEO-9: Development facilitated by the proposed Project has the potential to impact paleontological resources, but implementation of Policy 8.19 and Action 8.19 from the proposed General Plan Update would reduce potential Impacts to a less than significant level.</p> | <p>Implementation of Policy 8.19 and Action 8.19 from the proposed General Plan Update would reduce impacts to a less than significant level, no mitigation is required.</p> | <p>Less than significant without mitigation.</p> |
| <p>Greenhouse Gas Emissions</p> | | |
| <p>Impact GHG-1: Although construction and operation of projects carried out under the proposed Project would generate GHG emissions, the proposed General Plan update includes policies and actions that reduce GHG emissions and align with the goals of applicable plans, policies, and regulations related to GHG emissions. The proposed Project would therefore not conflict with applicable plans, policies, and regulations adopted for the purpose of reducing GHG emissions. Impacts would be less than significant.</p> | <p>Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.</p> | <p>Less than significant without mitigation.</p> |

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| Hazards and Hazardous Materials | | |
| Impact HAZ-1: Development carried out under the proposed Project could result in an increase in the overall routine transport, use, storage, and disposal of hazardous materials in the Plan Area, but compliance with applicable regulations and proposed General Plan Update Policies related to the handling and storage of hazardous materials would minimize the risk of public exposure to these substances. This impact would be less than significant. | Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required. | Less than significant without mitigation. |
| Impact HAZ-2: Development carried out under the proposed Project could potentially result in the release of hazardous materials into the environment within 0.25 mile of an existing or proposed school through reasonably foreseeable upset and accident conditions. However, compliance with existing regulations would minimize the risk of exposure to these substances. This impact would be less than significant. | Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required. | Less than significant without mitigation. |
| Impact HAZ-3: Sites included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 are present in the Plan Area and could be subject to development under the proposed Project. Development at these sites could create a hazard to the public or the environment, but implementation of state and local regulations and General Plan Update policies would address this issue and this impact would be less than significant. | Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required. | Less than significant without mitigation. |
| Impact HAZ-4: The Plan Area is not located within a noise sensitive area from surrounding airports. Additionally, the General Plan Update states that aircraft noise is not a major noise source. As such, the proposed Project would not have substantial noise and safety impacts related to airports, and this impact would be less than significant. | Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required. | Less than significant without mitigation. |
| Impact HAZ-5: Policies included in the proposed General Plan Update address implementation of adopted emergency response and evacuation plans. Therefore, the proposed Project would not result in interference with these types of adopted plans. Impacts would be less than significant.. | Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required. | Less than significant without mitigation. |
| Impact HAZ-6: Development carried out under the proposed project would not expose people or structures to significant impacts from wildland fires. Therefore, impacts would be less than significant. | Implementation required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required. | Less than significant without mitigation. |

City of Montebello
City of Montebello General Plan Update and Downtown Montebello Specific Plan

| Impact | Mitigation Measure | Significance After Mitigation |
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| Hydrology and Water Quality | | |
| <p>Impact HWQ-1: Development carried out under the proposed Project could increase pollutants in stormwater and wastewater, but policies in the proposed General Plan Update, and existing regulations, would ensure that water quality standards and waste discharge requirements would not be violated. Therefore, impacts to water quality would be less than significant.</p> | <p>Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce potential water quality impacts to a less than significant level, no mitigation is required.</p> | <p>Less than significant without mitigation.</p> |
| <p>Impact HWQ-2: Development carried out under the proposed Project would increase water usage with increased development, but such increases would be less than significant because groundwater supply is not restricted. Development carried out under the proposed Project may also incrementally increase the amount of impervious surfaces in Montebello, resulting in increased runoff and decreased percolation to the Central Subbasin of the Coastal Plain of the Los Angeles Groundwater Basin. However, with implementation of Plan policies and existing regulations, these impacts would be less than significant.</p> | <p>With implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, implementation of the proposed Project would not substantially deplete groundwater or recharge supplies, so mitigation is not required.</p> | <p>Less than significant without mitigation.</p> |
| <p>Impact HWQ-3: Development carried out under the proposed Project could alter the existing drainage pattern in some parts of Montebello. However, implementation of goals and policies included in the proposed General Plan Update, and enforcement of existing regulations, would protect the Plan Area’s existing drainage pattern from substantial alteration. These impacts would therefore be less than significant.</p> | <p>Implementation of policies and actions from the proposed General Plan Update, and existing regulations, would reduce impacts to a less than significant level, so mitigation is not required.</p> | <p>Less than significant without mitigation.</p> |
| <p>Impact HWQ-4: Development carried out under the proposed project would not site new major sources of pollutants within flood hazard zones or increase the risk of inundation of existing sources of pollutants. Impacts would be less than significant.</p> | <p>Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts related to potential inundation to a less than significant level, and no new land uses would be developed that would store pollutants within an area at risk for inundation would occur. Therefore, no mitigation is required.</p> | <p>Less than significant without mitigation.</p> |
| <p>Impact HWQ-5: The proposed Project would not conflict with or obstruct implementation of the Basin Plan or any existing groundwater management plan. Impacts would be less than significant.</p> | <p>Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.</p> | <p>Less than significant without mitigation.</p> |
| Land Use and Planning | | |
| <p>Impact LU-1: The proposed Project retains and continues Montebello’s existing street system and protects Montebello’s established communities. It would thus not divide an established community, and there would be no impact.</p> | <p>The proposed Project would not divide an established community. Mitigation is not required.</p> | <p>No impact</p> |

| Impact | Mitigation Measure | Significance After Mitigation |
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| <p>Impact LU-2: The proposed Project, including the policies contained in the proposed General Plan Update, is consistent with SCAG’S RCP and RTP/SCS and the City’s Municipal Code and specific plans. The proposed Project would therefore not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental impact. Impacts would be less than significant.</p> | <p>Implementation of policies and actions from the proposed General Plan Update, including SCAG’s RCP and RTP/SCS, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.</p> | <p>Less than significant without mitigation.</p> |
| Mineral Resources | | |
| <p>Impact MIN-1: The proposed Project would accommodate new development in an area where no significant mineral resources exist, therefore there would be no impacts to mineral resources.</p> | <p>There would be no impact with implementation of the proposed Project, so no mitigation is required.</p> | <p>No impact.</p> |
| Noise | | |
| <p>Impact N-1: Construction of individual projects carried out under the proposed Project would temporarily increase noise levels, potentially affecting nearby noise-sensitive land uses. Development carried out under the proposed Project would also introduce new noise sources and contribute to increases in operational noise. Implementation of Mitigation Measure NOI-1 and the continued regulation of noise, consistent with the City Code and implementation of policies from the proposed General Plan Update would minimize disturbance to adjacent land uses. Stationary operational and mobile noise would not exceed standards. However, construction noise impacts would be significant and unavoidable even with mitigation.</p> | <p>MM-NOI-1 Measures to Reduce Construction Noise To minimize noise during construction, the City of Montebello shall require construction contractors to implement the following measures for construction activities conducted within the City. Construction plans submitted to the City shall include construction noise analysis and identify these measures on demolition, grading, and construction plans submitted to the City. The City of Montebello Building Division shall verify that grading, demolition, and/or construction plans submitted to the City include these notations prior to issuance of demolition, grading and/or building permits.</p> <ul style="list-style-type: none"> ▪ Mufflers. During excavation and grading construction phases, all construction equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers consistent with manufacturers’ standards. ▪ Stationary Equipment. All stationary construction equipment shall be placed so that emitted noise is directed away from the nearest sensitive receivers. | <p>Implementation of Mitigation Measure NOI-1 would reduce potential impacts from noise during construction and operation by reducing noise source impacts and creating sound barriers where required/necessary. However, impacts would remain significant and unavoidable.</p> |

| Impact | Mitigation Measure | Significance After Mitigation |
|--------|--|-------------------------------|
| | <ul style="list-style-type: none"> ▪ Equipment Staging Areas. Equipment staging shall be located in areas that will create the greatest distance feasible between construction-related noise sources and noise-sensitive receivers. ▪ Smart Back-up Alarms. Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in the reverse direction in compliance with applicable safety laws and regulations. ▪ Electrically-Powered Tools and Facilities. Electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities, where feasible. ▪ Noise Disturbance Coordinator. The project applicant shall designate a “noise disturbance coordinator” responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of any noise complaint and shall require that reasonable measures be implemented to correct the problem. A telephone number for the disturbance coordinator and the City shall be posted at the construction site. ▪ Temporary Noise Barriers. Erect temporary noise barriers, where feasible, when construction noise is predicted to exceed the acceptable standards (e.g., 80 dBA Leq at residential receivers, schools or other sensitive receptors during the daytime) or when the anticipated construction duration is greater than is typical (e.g., two years or greater) and there are sensitive receptors within 500 feet of the construction site. Temporary noise barriers | |

| Impact | Mitigation Measure | Significance After Mitigation |
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| <p>Impact N-2: Construction of individual projects carried out under the proposed Project would temporarily generate groundborne vibration, potentially affecting nearby land uses. Operation of development carried out under the proposed Project would not result in substantial groundborne vibration. This impact would be less than significant with mitigation.</p> | <p>shall be constructed with solid materials (e.g., wood) with a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier. If a sound blanket is used, barriers shall be constructed with solid material with a density of at least 1 pound per square foot with no gaps from the ground to the top of the barrier and be lined on the construction side with acoustical blanket, curtain or equivalent absorptive material rated sound transmission class (STC) 32 or higher.</p> <p>MM-NOI-2 Measures to Reduce Construction Vibration</p> <p>To reduce potential construction vibration impacts, the City of Montebello shall require the following:</p> <ul style="list-style-type: none"> ▪ Prior to issuance of a building permit for a project requiring pile driving during construction within 135 feet of fragile structures such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); a vibratory roller within 40 feet of fragile historical resources or 25 feet of any other structure; or a dozer or other large earthmoving equipment within 20 feet for a fragile historical structure or 15 feet of any other structure, the project applicant shall prepare a groundborne noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these construction activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed FTA architectural damage thresholds (e.g., 0.12 in/sec PPV for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration | <p>Implementation of Mitigation Measure NOI-2 would reduce potential impacts from groundborne vibration to less than significant levels by providing for proper staging and thresholds for vibrations.</p> |

| Impact | Mitigation Measure | Significance After Mitigation |
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| | <p>levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving, static rollers as opposed to vibratory rollers, and lower horsepower earthmoving equipment shall be used. If necessary, construction vibration monitoring shall be conducted to ensure FTA vibration thresholds are not exceeded.</p> | |
| <p>Impact N-3: The proposed Project would not expose people residing or working the Plan Area to excessive noise levels from airport land use. There would be no impact.</p> | <p>None required.</p> | <p>No impact.</p> |
| <p>Population and Housing</p> | | |
| <p>Impact PH-1: Development carried out under the proposed Project would result in more growth than forecast by SCAG, but policies and actions included in the proposed Project would adequately address potential impacts from this projected population growth, and this impact would be less than significant.</p> | <p>This impact would be less than significant without the need for mitigation.</p> | <p>Less than significant without mitigation.</p> |
| <p>Impact PH-2: Implementation of the proposed Project would not result in displacement of substantial numbers of housing or people. Rather, the proposed Project would facilitate the development of new housing in accordance with State and local housing requirements, while preserving existing residential neighborhoods. Impacts would be less than significant.</p> | <p>This impact would be less than significant without the need for mitigation.</p> | <p>Less than significant without mitigation.</p> |
| <p>Public Services</p> | | |
| <p>Impact PS-1: Development carried out under the proposed Project could increase the Plan Area’s population, which could increase demand for fire and emergency medical services and potentially create the need for new fire service facilities. However, compliance with policies and actions in the proposed General Plan Update, and City programs, would reduce impacts related to fire protection facilities to a less than significant level.</p> | <p>Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.</p> | <p>Less than significant without mitigation.</p> |
| <p>Impact PS-2: Development carried out under the proposed Project could increase the Plan Area’s population, which could increase demand for police services and potentially create the need for new police service facilities. However, compliance with policies and actions in the proposed General Plan Update, regulations of the MCC, would reduce impacts related to police protection services to a less than significant level.</p> | <p>Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.</p> | <p>Less than significant without mitigation.</p> |

| Impact | Mitigation Measure | Significance After Mitigation |
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| <p>Impact PS-3: Existing school facilities in the Plan Area are sufficient to accommodate students projected to be generated by the proposed Project. With payment of mandatory school impact fees by developers for future projects carried out under the proposed Project, Area, impacts would be less than significant.</p> | <p>Implementation of policies and actions from the required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.</p> | <p>Less than significant without mitigation.</p> |
| <p>Impact PS-4: Development carried out under the proposed Project would increase the Plan Area’s population. This would increase use of parks and potentially create the need for new parks and recreation areas and other public facilities. However, compliance with policies in the proposed General Plan, and regulations of the MCC, would reduce impacts from new or physically altered parks and other public facilities to a less than significant level.</p> | <p>Implementation of policies and actions from the required compliance with General Plan Update policies and actions and existing regulations, would reduce impacts to a less than significant level, no mitigation is required.</p> | <p>Less than significant without mitigation.</p> |
| <p>Recreation</p> | | |
| <p>Impact REC-1: Development carried out under the proposed Project may increase the use of existing parks and open space, but policies in the proposed Project provide for development of additional recreational facilities as well as City park dedication fees and development impact fees, would help offset recreational facility impacts, and substantial physical deterioration of recreational facilities would not occur. This impact would be less than significant.</p> | <p>None required beyond compliance with applicable General Plan Update policies and required payment of development fees.</p> | <p>Less than significant without mitigation.</p> |
| <p>Impact REC-2: Development carried out under the proposed Project may require the construction or expansion of additional parks and open space, but implementation of the policies contained in the proposed General Plan Update, as well as existing City programs and the development review process, would avoid or adequately mitigate adverse physical effects on the environment from such facilities. This impact would be less than significant.</p> | <p>There would be less than significant impacts with implementation of the proposed Project with implementation of policies and actions of the proposed General Plan Update, as well as existing City programs and review processes, so no mitigation is required.</p> | <p>Less than significant without mitigation.</p> |
| <p>Transportation</p> | | |
| <p>Impact T-1: Because the proposed General Plan Update includes policies that support public transit, bicycle improvements, and improvements to pedestrian facilities, and numerous policies supporting complete streets and promoting use of transit and active transportation, the proposed Project would not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Impacts would be less than significant.</p> | <p>Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.</p> | <p>Less than significant without mitigation.</p> |
| <p>Impact T-2: Implementation of the Proposed Project would decrease per service population VMT and would therefore result in no VMT impact under existing and cumulative conditions. The proposed Project would therefore not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b), and there would be no impact.</p> | <p>Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.</p> | <p>No impact.</p> |

| Impact | Mitigation Measure | Significance After Mitigation |
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| <p>Impact T-3: Through implementation of Plan policies and actions, the Plan would help ensure safe and efficient movement for all modes of travel and would therefore not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). This would be a less than significant impact.</p> | <p>Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.</p> | <p>Less than significant without mitigation.</p> |
| <p>Impact T-4: The proposed Project would not result in inadequate emergency access because policies and actions in the proposed General Plan Update would encourage ease of connectivity and ease of mobility throughout the Plan Area and emergency access would generally be improved. The City’s emergency access standards would apply to all developments carried out under the proposed Project. This impact would be less than significant.</p> | <p>Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.</p> | <p>Less than significant without mitigation.</p> |
| <p>Tribal Cultural Resources</p> | | |
| <p>Impact TCR-1: Development carried out under the proposed Project has the potential to impact unidentified tribal cultural resources because the presence of, and potential effects on, such resources cannot be determined before excavation associated with such development occurs. Impacts on tribal cultural resources would be potentially significant but mitigable.</p> | <p>MM-TCR-1 Unanticipated Discovery of Tribal Cultural Resources If archaeological resources of Native American origin are identified during implementation of projects carried out under the proposed Project, ground-disturbing activities within 50 feet of the find shall be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find as a cultural resource and an appropriate local Native American representative is consulted. If the City, in consultation with traditionally and culturally affiliated Native American group(s), determines the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in consultation with traditionally and culturally affiliated Native American group(s). The mitigation plan shall include measures to ensure the find is treated in a manner that respectfully retains, to the degree feasible, the qualities that render the resource of significance to the local Native American group(s). Examples of appropriate mitigation for tribal cultural resources include, but are not limited to, avoidance, protecting the cultural character and integrity of the resource, protecting traditional use of the resource,</p> | <p>Implementation of mitigation measures CUL-2 through CUL-8 in Section 4.5, <i>Cultural Resources</i>, as well as mitigation measure TCR-1, would reduce impacts to tribal cultural resources to less than significant levels by ensuring the avoidance of tribal cultural resources to the extent feasible, or by identifying, evaluating, and conducting data recovery of archaeological resources that may be impacted by future projects in a timely manner.</p> |

| Impact | Mitigation Measure | Significance After Mitigation |
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| | protecting the confidentiality of the resource, or heritage recovery. | |
| Utilities and Service Systems | | |
| Impact U-1: Development carried out under the proposed Project may require increased or expanded water supplies and wastewater treatment, stormwater treatment, telecommunications, electric power, and natural gas supplies and facilities. However, compliance with policies in the proposed General Plan Update would reduce these impacts to a less than significant level. | Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required. | Less than significant without mitigation. |
| Impact U-2: Development facilitated by the proposed Project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure. The proposed Project would not impair the attainment of solid waste reduction goals and would comply with federal, State, and local statutes and regulations related to solid waste. Impacts would be less than significant. | Implementation of required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required. | Less than significant without mitigation. |
| Wildfire | | |
| Impact WFR-1: The proposed General Plan Update includes policies to address emergency access, response, and preparedness. Therefore, the proposed Project would not substantially impair an adopted emergency response plan or emergency evacuation plan. This impact would be less than significant. | Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required. | Less than significant without mitigation. |
| Impact WFR-2: The proposed General Plan Update includes policies to ensure development would not exacerbate wildfire risk due to slope, prevailing winds, or other factors. Furthermore, development carried out under the proposed Project would adhere to the CFC and be reviewed by MFD to ensure wildfire risk would not be exacerbated. Therefore, this impact would be less than significant. | Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required. | Less than significant without mitigation. |
| Impact WFR-3: The proposed Project would not require the installation or maintenance of substantial infrastructure that may exacerbate fire risk or result in temporary or ongoing impacts to the environment associated with fire risk. Therefore, this impact would be less than significant. | Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required. | Less than significant without mitigation. |
| Impact WFR-4: The proposed General Plan Update includes policies to ensure development would not exacerbate risks from flooding or landslides due to wildfire. Therefore, this impact would be less than significant. | Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required. | Less than significant without mitigation. |

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1 Introduction

This Environmental Impact Report (EIR) examines the potential environmental effects of the proposed City of Montebello General Plan Update and Downtown Montebello Specific Plan, (hereafter also referred to as the “proposed Project”). The General Plan, the California Environmental Quality Act (CEQA) environmental review process, and the legal basis for preparing an EIR are described below.

This chapter (1) provides an overview of the background behind the proposed Project; (2) describes the purpose of and legal authority of the document; (3) summarizes the scope and content of the EIR; (4) lists lead, responsible, and trustee agencies for the EIR; (5) describes the intended uses of the EIR; and (6) provides a synopsis of the environmental review process required under CEQA.

1.1 Environmental Impact Report Background

This document evaluates the potential environmental effects associated with implementation of the proposed Project. The proposed General Plan Update establishes the community’s vision for future development of the City and provides comprehensive policies for the entire City relating to land use/community design; mobility; quality of life; economic prosperity; natural and human resources; public services and infrastructure; and health and safety.

The contents of the other chapters of this EIR are as follows:

- Chapter 2, *Project Description*, provides a detailed discussion of the proposed Project
- Chapter 3, *Environmental Setting*, describes the general environmental setting for Montebello
- Chapter 4, *Environmental Impact Analysis*, describes the potential environmental effects associated with implementation of the proposed Project
- Chapter 5, *Other CEQA Required Discussions*, discusses other issues required to be analyzed under CEQA such as growth inducement and significant irreversible environmental effects
- Chapter 6, *Alternatives*, discusses alternatives to the proposed Project, including the CEQA-required “no project” alternative
- Chapter 7, *References*, lists informational sources for the EIR and persons involved in the preparation of the document

1.2 Purpose and Legal Authority

This EIR has been prepared in accordance with CEQA and the state CEQA Guidelines. In accordance with Section 15121(a) of the CEQA Guidelines (California Code of Regulations [CCR], Title 14, Division 6, Chapter 3), the purpose of an EIR is to inform public agency decision-makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.

This EIR fulfills the requirements for a program EIR. Although the legally required contents of a program EIR are the same as those of a project EIR, program EIRs are typically more conceptual and may contain a more general discussion of impacts, alternatives, and mitigation measures than a project EIR. As provided in Section 15168 of the CEQA Guidelines, a program EIR may be prepared on a series of actions that may be characterized as one large project. Use of a program EIR provides

the City (as lead agency) with the opportunity to consider broad policy alternatives and program-wide mitigation measures, and provides the City with greater flexibility to address environmental issues and/or cumulative impacts on a comprehensive basis.

Agencies generally prepare program EIRs for programs or a series of related actions that are (1) linked geographically; (2) logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program; or (3) individual activities carried out under the same authority and having generally similar environmental effects that can be mitigated in similar ways. By its nature, a program EIR considers the “macro” effects associated with implementing a program (such as a general plan or specific plan) and does not, and is not intended to, examine the specific environmental effects associated with particular projects that may be implemented under general or specific plans.

Once a program EIR has been prepared, subsequent activities in the program must be examined in the light of that program EIR to determine what, if any, additional CEQA documentation needs to be prepared. If the program EIR addresses the program’s effects as specifically and comprehensively as possible, many subsequent activities could be found to be within the scope of the program EIR, and additional environmental documents may not be required (CEQA Guidelines Section 15168[c]). When a lead agency relies on a program EIR for a subsequent activity, it must incorporate applicable mitigation measures and alternatives developed in the program EIR into the subsequent activities (CEQA Guidelines Section 15168[c][3]). If a subsequent activity would have effects not identified in the program EIR, the lead agency must prepare a new Initial Study leading to a Negative Declaration, Mitigated Negative Declaration, or a project-level EIR. In this case, the program EIR still serves a valuable purpose as the first-tier environmental analysis. Section 15168(h) of the CEQA Guidelines encourages the use of program EIRs, citing five advantages:

1. Provision of a more exhaustive consideration of impacts and alternatives than would be practical in an individual EIR
2. Focus on cumulative impacts that might be slighted in a case-by-case analysis
3. Avoidance of continual reconsideration of recurring policy issues
4. Consideration of broad policy alternatives and programmatic mitigation measures at an early stage when the agency has greater flexibility to deal with them
5. Reduction of paperwork by encouraging the reuse of data (through tiering)

As a “macro” level environmental document, the program EIR uses macro-level thresholds rather than the project-level thresholds that might be used for an EIR on a specific development project. It should not be assumed that impacts determined not to be significant at a macro level would not be significant at a project level. In other words, determination that implementation of the proposed Project as a “program” would not have a significant environmental effect does not necessarily mean that an individual project would not have significant effects based on project-level CEQA thresholds, even if the project is consistent with the proposed Project.

This EIR has been prepared to analyze potentially significant environmental impacts associated with future development resulting from implementation of the proposed Project and addresses appropriate and feasible mitigation measures or project alternatives that would minimize or eliminate these impacts. Additionally, this EIR will provide the primary source of environmental information for the City of Montebello, the lead agency, to use when considering implementation of projects associated with the proposed Project.

This EIR is intended to provide decision-makers and the public with information that enables them to intelligently consider the environmental consequences of the proposed Project. This EIR identifies significant or potentially significant environmental impacts of the proposed Project, as well as ways in which those impacts can be reduced to less than significant levels (if feasible), whether through the incorporation of mitigation measures or through the implementation of specific alternatives to the proposed Project. In a practical sense, this document functions as a tool for fact-finding, allowing concerned citizens and agency staff an opportunity to collectively review and evaluate baseline conditions and project impacts through a process of full disclosure.

1.3 Scope and Content

In accordance with the CEQA Guidelines, a Notice of Preparation (NOP) of a Draft EIR was circulated to potentially interested parties on May 25, 2023. The NOP, included in Appendix A, indicated that all issues on the City's environmental checklist would be discussed in the EIR. These include the following:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities/Service Systems
- Wildfire
- Mandatory Findings of Significance

This EIR evaluates potential impacts in each of these areas. The focus of this EIR is to:

- Provide information about the proposed Project for consideration by City decision-makers in their selection of the proposed Project, an alternative to the proposed Project, or a combination of various elements from the proposed Project and its alternatives, for approval
- Review and evaluate the potentially significant environmental impacts that could occur as a result of the growth and development envisioned in the proposed Project
- Identify feasible mitigation measures that may be incorporated into the proposed Project to reduce or eliminate potentially significant effects
- Disclose any potential growth-inducing and/or cumulative impacts associated with the proposed Project
- Examine a reasonable range of alternative growth scenarios (such as “no growth”/growth according to the existing General Plan, reduced growth, or growth in alternative locations) that could feasibly attain the basic objectives of the proposed Project, while eliminating and/or reducing some or all of its potentially significant adverse environmental effects

The City received eight written comment letters on the NOP. The comment letters are included in Appendix A of this EIR and are addressed, as appropriate, in the analysis contained in the various sections of Chapter 4, *Environmental Impact Analysis*. The City also held an EIR scoping meeting on June 13, 2023, at Montebello City Hall. Table 1-1 summarizes all comments received, by topic, in the comment letters and at the Scoping Meeting.

Table 1-1 NOP Comments and EIR Response

| Commenter | Comment/Request | Where Issue Is Addressed in Draft DEIR |
|--|---|---|
| California Department of Transportation (Caltrans) | Recommendations for offering more active transportation options and reducing automobile dependence, including physical design and geometrics to reduce pedestrian and bicyclist exposure to vehicles. | This topic is addressed in Section 4.17, <i>Transportation</i> . |
| | Encourages implementation of Transportation Demand Management strategies, including parking management strategies, as an alternative to building excess parking that may enable driving over other methods of transit. | This topic is addressed in Section 4.17, <i>Transportation</i> . |
| Gabrieleno Band of Mission Indians- Kizh Nation | Requests notification of future ground disturbance. | All notices regarding future ground disturbance will be sent to the Gabrieleno Band of Mission Indians- Kizh Nation. |
| Native American Heritage Commission (NAHC) | States that the proposed Project is subject to the requirements and provisions under Assembly Bill (AB) 52 and Senate Bill (SB) 18 for tribal cultural resources. Summarizes the requirements of AB 52 and SB 18 and provides NAHC recommendations for conducting cultural resources assessments. | This topic is addressed in Section 4.18, <i>Tribal Cultural Resources</i> . |
| California Department of Fish and Wildlife (CDFW) | Recommends discussion of potential impacts on natural areas and open space. | Potential impacts on natural areas and open space are discussed in Section 4.4, <i>Biological Resources</i> . |
| | Recommends the DEIR provide a discussion of the potential for the coastal California gnatcatcher in the Plan Area, potential impacts to the coastal California gnatcatcher, and the inclusion of avoidance and/or mitigation measures, if applicable | Potential impacts to special status species such as the California gnatcatcher are discussed in Section 4.4, <i>Biological Resources</i> . |
| | Recommends the DEIR provide a stream delineation and analysis of any river, stream, or lake, including the Rio Hondo. Recommends the inclusion of avoidance and/or mitigation measures, if applicable. | Potential impacts to waterways, including the Rio Hondo, are discussed in Section 4.4, <i>Biological Resources</i> , and Section 4.10, <i>Hydrology and Water Quality</i> . |
| | Recommends the DEIR include a mitigation measure that would require development facilitated by the project to prepare a biological resources assessment. | Potential impacts to biological resources, and the potential need for mitigation measures to address these impacts, are discussed in Section 4.4, <i>Biological Resources</i> . |

| Commenter | Comment/Request | Where Issue Is Addressed in Draft DEIR |
|-----------|---|--|
| | Recommends the City design the proposed Project to conserve remaining natural lands to the maximum extent feasible. | This comment relates to the contents of the proposed Project, not the contents of the EIR, but the general topic of open space as habitat is discussed in Section 4.4, <i>Biological Resources</i> . |
| | States adequate disclosure of impacts on the environment is necessary. | This topic is addressed in Section 4.4, <i>Biological Resources</i> . |
| | States that the EIR must include mitigation measures and a Mitigation Monitoring and Reporting Program (MMRP). | This topic is addressed in Section 4.4, <i>Biological Resources</i> . |
| | Recommends the DEIR include a complete assessment of the flora and fauna within the Plan Area including habitat types, an inventory of species present, and an inventory of rare, threatened, endangered and other sensitive species | This topic is addressed in Section 4.4, <i>Biological Resources</i> . |
| | States the DEIR should include a thorough discussion and analysis of direct and indirect impacts on biological resources. | This topic is addressed in Section 4.4, <i>Biological Resources</i> . |
| | States the DEIR should include a complete discussion of the purpose for and description of the project, and a range of feasible alternatives to the proposed Project. | This topic is addressed in Chapter 2, <i>Project Description</i> , and Chapter 6, <i>Alternatives</i> . |
| | Recommends that a cumulative analysis of impacts to biological resources is included | This topic is addressed in Section 4.4, <i>Biological Resources</i> . |
| | States the City should ensure data collected for the preparation of the DEIR is properly submitted. | Data collected for the preparation of the EIR will be properly submitted. |
| | If the project would result in take of a species designated as endangered, threatened, or a candidate for listing under CESA, CDFW recommends the City seek take authorization under CESA prior to implementation. | This topic is addressed in Section 4.4, <i>Biological Resources</i> . |
| | Recommends the DEIR include compensatory mitigation measures for the project's significant impacts to sensitive and special status plants, animals, and natural communities. | This topic is addressed in Section 4.4, <i>Biological Resources</i> . |
| | Recommends the DEIR should include long-term management of mitigation lands to offset project-induced qualitative and quantitative impacts. | This topic is addressed in Section 4.4, <i>Biological Resources</i> . |
| | Recommends the incorporation of wildlife friendly fencing designs into the project and states that fencing designs should be disclosed and evaluated in the DEIR for potential impacts on biological resources and wildlife movement. | The potential impacts of the proposed Project on wildlife movement are addressed in Section 4.4, <i>Biological Resources</i> . |

City of Montebello General Plan Update and Downtown Montebello Specific Plan

| Commenter | Comment/Request | Where Issue Is Addressed in Draft DEIR |
|---|---|--|
| | <p>Recommends the use of native plants, if the project includes landscaping or restoration requirements at a project level.</p> | <p>This comment relates to the contents of the proposed Project, not the contents of the EIR, but the general topic of native plants is discussed in Section 4.4, <i>Biological Resources</i>.</p> |
| | <p>Recommends avoiding translocation and transplantation as the primary mitigation strategy for unavoidable impacts to biological resources.</p> | <p>This topic is addressed in Section 4.4, <i>Biological Resources</i>.</p> |
| | <p>Recommends avoidance of wetland resources as a primary mitigation measure and discourages the development or conversion of wetlands to uplands.</p> | <p>This topic is addressed in Section 4.4, <i>Biological Resources</i>.</p> |
| <p>Mercy Housing</p> | <p>Recommends that the entirety of the De Paul Campus is redesignated for multi-family residential development.</p> | <p>This comment relates to the contents of the proposed Project, not the contents of the EIR.</p> |
| <p>Bill Moreno</p> | <p>Questions whether there is an implementation plan for cultural elements of the General Plan Update.</p> | <p>This comment relates to the contents of the proposed Project, not the contents of the EIR.</p> |
| | <p>Questions the architectural parameters of the aesthetics plan.</p> | <p>This comment relates to the contents of the proposed Project, not the contents of the EIR.</p> |
| | <p>Encourages partial closing of side streets for pedestrian activity.</p> | <p>This comment relates to the contents of the proposed Project, not the contents of the EIR.</p> |
| | <p>Encourages removal of palm trees and installation of shading trees.</p> | <p>This comment relates to the contents of the proposed Project, not the contents of the EIR.</p> |
| | <p>Encourages requirement of maintenance and remodel of storefronts via zoning code.</p> | <p>This comment relates to the contents of the proposed Project, not the contents of the EIR.</p> |
| | <p>Encourages the City to purchase the Vogue Theater building for use as a performing art space.</p> | <p>This comment relates to the contents of the proposed Project, not the contents of the EIR.</p> |
| | <p>Expresses concern regarding excess apartments.</p> | <p>This comment relates to the contents of the proposed Project, not the contents of the EIR.</p> |
| <p>South Coast Air Quality Management District (SCAQMD)</p> | <p>Recommends use of CEQA Air Quality Handbook for guidance in preparing air quality analysis and use of CalEEMod for analysis.</p> | <p>This topic is addressed in Section 4.2, <i>Air Quality</i>.</p> |
| | <p>Requests calculation of regional and localized air quality impacts and comparison to SCAQMD thresholds.</p> | <p>This topic is addressed in Section 4.2, <i>Air Quality</i>.</p> |
| | <p>Requests construction-related and operation-related air quality analysis, including impacts from indirect sources. If construction and operation overlap, recommends comparing combined emissions to operational thresholds.</p> | <p>This topic is addressed in Section 4.2, <i>Air Quality</i>.</p> |

| Commenter | Comment/Request | Where Issue Is Addressed in Draft DEIR |
|-----------|---|---|
| | Recommends a mobile source health risk assessment if the project would generate diesel emissions from long-term construction or attract diesel-fueled vehicular trips. | This topic is addressed in Section 4.2, <i>Air Quality</i> . |
| | Recommends that the lead agency review the following reference and guidance documents: the California Air Resource Board's (CARB's) <i>Air Quality and Land Use Handbook</i> ; and the SCAQMD's <i>Guidance Document for Addressing Air Quality Issues in General Plan and Local Planning</i> . | Sources and references that were used in developing the air quality analysis in this EIR are discussed in Section 4.2, <i>Air Quality</i> . |
| | Requests mitigation measures to minimize or eliminate significant adverse impacts related to air quality, if applicable. | This topic is addressed in Section 4.2, <i>Air Quality</i> . |
| | Recommends careful evaluation of strategies to reduce health risks from exposure to air pollutants (such as HVAC filtration system) while also considering their limitations (such as energy consumption and solid waste generation). | Potential health risks from exposure to air pollutants are discussed in Section 4.2, <i>Air Quality</i> . |

1.4 Lead, Responsible, and Trustee Agencies

The CEQA Guidelines define lead, responsible and trustee agencies. The City of Montebello is the lead agency for the project because it holds principal responsibility for approving the proposed Project.

A responsible agency refers to a public agency other than the lead agency that has discretionary approval over the project. The California Department of Housing and Community Development (HCD) reviews and determines whether the proposed Housing Element Update complies with State law, but is not a responsible agency involved with CEQA. There are no responsible agencies for this project. Although no other agencies have direct approval authority over the proposed Project, several other agencies potentially have approval authority over individual developments that could be reasonably anticipated under the proposed General Plan Update. These agencies include, but are not limited to, the California Department of Transportation, the California Department of Fish and Wildlife (CDFW), the South Coast Air Quality Management District (SCQAMD), and the Los Angeles Regional Water Quality Control Board (LARWQCB). The EIR will also be submitted to these agencies for review and comment.

A Trustee Agency is a State agency having jurisdiction by law over natural resources that are held in trust for the people of California, and which may be affected by a project (CEQA Guidelines Section 15386). There are no trustee agencies for the EIR itself. As a programmatic document, implementation of the proposed Project would not directly cause development in areas where trustee agencies mentioned in CEQA Guidelines Section 15386 have jurisdiction. However, potential future development projects facilitated by the proposed Project could be located on lands under trustee agency jurisdiction. Subsequent environmental review would occur, as required under CEQA, at the time such future development is proposed.

1.5 Environmental Review Process

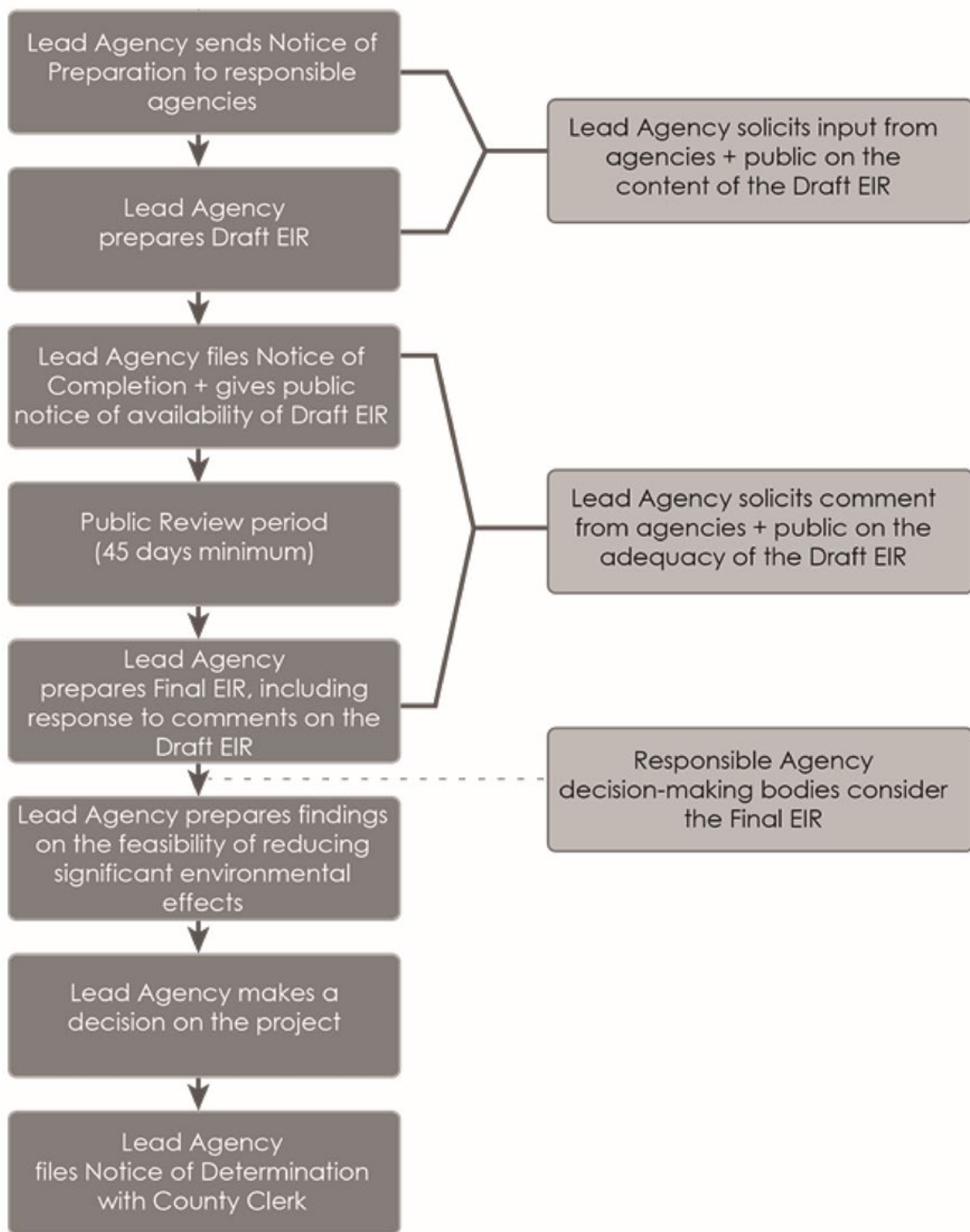
The environmental impact review process required under CEQA is summarized below and illustrated in Figure 1-1. The steps appear in sequential order.

1. **Notice of Preparation (NOP).** After deciding that an EIR is required, the lead agency (City of Montebello) must file a NOP soliciting input on the EIR scope to the State Clearinghouse, other concerned agencies, and parties previously requesting notice in writing (*CEQA Guidelines* Section 15082; Public Resources Code Section 21092.2). The NOP must be posted in the County Clerk's office for 30 days.
2. **Draft EIR.** The Draft EIR must contain (1) table of contents or index; (2) summary; (3) project description; (4) environmental setting; (5) significant impacts (direct, indirect, cumulative, growth-inducing, and unavoidable impacts); (6) alternatives; (7) mitigation measures; and (8) irreversible changes.
3. **Notice of Availability/Notice of Completion (NOA/NOC).** The lead agency must file an NOC with the State Clearinghouse when it completes a Draft EIR and prepare a Public NOA of a Draft EIR. The lead agency must place the NOA in the County Clerk's office for 30 days and send a copy of the NOA to anyone requesting it (*CEQA Guidelines* Section 15087; Public Resources Code Section 21092). Additionally, public notice of Draft EIR availability must be given through at least one of the following procedures: a) publication in a newspaper of general circulation; b) posting on and off the project site; and c) direct mailing to owners and occupants of contiguous properties. The lead agency must solicit input from other agencies and the public and respond in writing to all comments received (*CEQA Guidelines* Section 15087). The minimum public review period for a Draft EIR is 45 days. The public review period must be 45 days unless the State Clearinghouse approves a shorter period (*CEQA Guidelines* Section 15105; Public Resources Code 21091).
4. **Final EIR.** A Final EIR must include (1) the Draft EIR; (2) copies of comments received during public review; (3) a list of persons and entities commenting; and (4) responses to comments.
5. **Final EIR Certification.** Prior to making a decision on the proposed Project, the lead agency shall certify (1) the Final EIR has been completed in compliance with CEQA; (2) the Final EIR was presented to the decision-making body of the lead agency; and (3) the decision-making body reviewed and considered the information in the Final EIR prior to approving a project (*CEQA Guidelines* Section 15090).
6. **Lead Agency Project Decision.** Once the lead agency certifies the Final EIR, it must then make a decision on the project analyzed in the EIR. If a project has significant environmental effects, the lead agency may (1) disapprove the project because of its significant environmental effects; (2) require changes to the project to reduce or avoid significant environmental effects; or (3) approve the project despite its significant environmental effects, if the proper findings and Statement of Overriding Considerations are adopted (*CEQA Guidelines* Sections 15042 and 15043).
7. **Findings/Statement of Overriding Considerations.** For each significant impact of the project identified in the EIR, the lead or responsible agency must find, based on substantial evidence, that either (1) the project has been changed to avoid or substantially reduce the magnitude of the impact; (2) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or (3) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible (*CEQA Guidelines* Section 15091). If an agency approves a project with unavoidable significant environmental effects, it must prepare a

written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision.

8. **Mitigation Monitoring and Reporting Program.** When an agency makes findings on significant effects identified in the EIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects.
9. **Notice of Determination (NOD).** An agency must file an NOD after deciding to approve a project for which an EIR is prepared (*CEQA Guidelines* Section 15094). A local agency must file the NOD with the County Clerk. The NOD must be posted for 30 days and sent to anyone previously requesting notice. Posting of the NOD starts a 30-day statute of limitations on CEQA legal challenges (Public Resources Code Section 21167[c]).

Figure 1-1 Environmental Review Process



2 Project Description

The General Plan Update (the “proposed Project”) is a comprehensive update of the City’s General Plan. Under the proposed Project, the City’s General Plan will be reorganized and reformatted, with updated goals and policies that reflect the community’s vision of Montebello that the General Plan seeks to achieve. The General Plan Land Use Map will also be updated. The proposed Project also includes adoption of the Downtown Montebello Specific Plan which focuses on downtown Montebello, which is roughly bounded by Greenwood Avenue on the west, Los Angeles Avenue on the south, the Rio Hondo Channel on the east, and Cleveland Avenue on the north.

This chapter of the EIR describes the key characteristics of the proposed Project, including the project proponent/lead agency, the geographic extent of the proposed Project, project objectives, required approvals, and the types and extent of development forecast for the Plan Area. This chapter also summarizes key aspects of the proposed Project that have the potential to result in physical environmental effects.

2.1 Project Proponent/Lead Agency

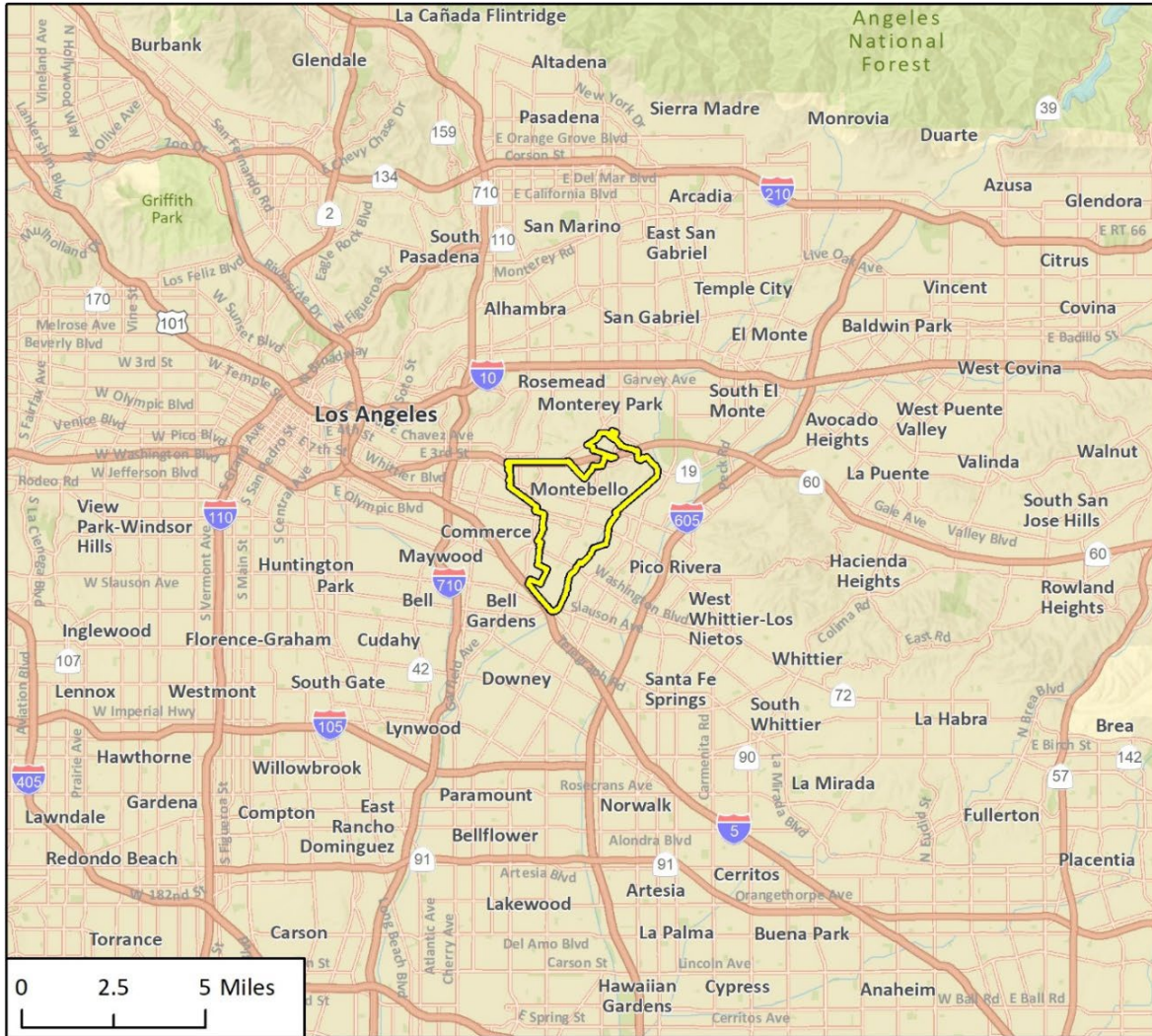
The City of Montebello is both the project proponent and the lead agency for the proposed Project.

2.2 Project Location

As shown in Figure 2-1, the Plan Area (which encompasses the entire City of Montebello) is located approximately nine miles southeast of Downtown Los Angeles. Montebello is uniquely located within the San Gabriel Valley as well as Southeast Los Angeles County. Montebello is currently a member of the San Gabriel Valley Council of Governments as well as the Gateway Cities Council of Governments, so named because they are equidistant between the urban centers of Los Angeles, Long Beach, and Santa Ana. Two prominent natural features have influenced the Plan Area’s patterns of development since the community’s inception. Along its northern edge is an outcropping of hills that were historically called the La Merced Hills and are now known as the Montebello Hills. These hills create a discernible geographic division between the Plan Area and the San Gabriel Valley. The other prominent natural feature is the Rio Hondo, a channelized tributary of the Los Angeles River, which forms the eastern boundary of the city and separates the Plan Area from Pico Rivera. The Plan Area is bordered by the Cities of Monterey Park and Rosemead and the unincorporated community of South San Gabriel to the north; the Los Angeles County unincorporated community of East Los Angeles on the north and west; the City of Commerce on the southwest; the City of Pico Rivera on the southeast; and the Whittier Narrows Recreation area on the northeast. There are two freeways and highways that provide direct regional access to the Plan Area: State Route-60 (SR-60) to the north, and Interstate 5 (I-5) to the south. The Plan Area consists of a total land area of approximately 8.4 square miles.

Figure 2-1 shows the regional location of the Plan Area and Figure 2-2 shows the Plan Area for the General Plan Update (Citywide) and the boundaries of the Downtown Montebello Specific (outlined in red).

Figure 2-1 Regional Location



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★ Project Location

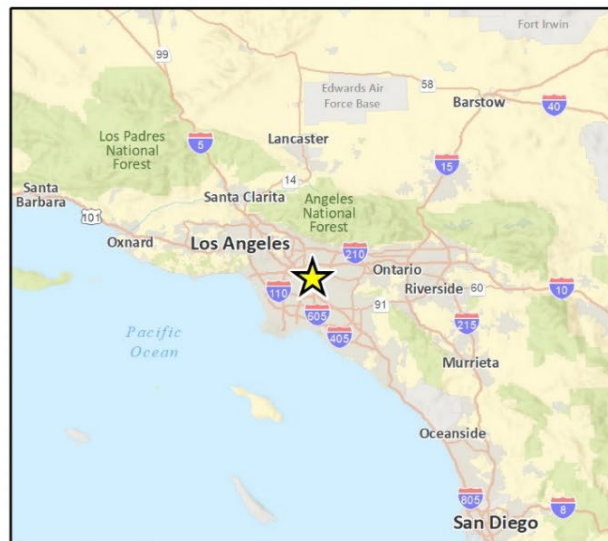


Fig. 2-1 Regional Location

Figure 2-2 Plan Area



2.3 Characteristics of the Proposed General Plan Update

2.3.1 Objectives of the General Plan Update

The General Plan Update is intended to function as a policy document to guide land use decisions in the Plan Area through the year 2045. The vision for the Plan Area over this time period of approximately 20 years was developed with extensive community input and in recognition of the state’s planning priorities. The State requires every General Plan to include seven elements: land use, circulation, conservation, housing, noise, open space, and safety, or for those topics to be covered in the General Plan. As detailed throughout the General Plan Update, this vision includes the following eight topical chapters:

- Our Natural Community
- Our Prosperous Community
- Our Well Planned Community
- Our Accessible Community
- Our Healthy Community
- Our Safe Community
- Our Active Community
- Our Creative Community

The General Plan Update chapters have readily understood vision-based titles for each General Plan element. This organization also allows integration of related aspects from each State-required element. As shown in Table A.10 of the General Plan Update and Table 2-1, the General Plan Update format satisfies the State requirements and addresses many of the optional elements including Economic Development, Parks and Recreation, Public Health, and Culture.

Table 2-1 General Plan Update Chapters

| General Plan Chapters | Required/Optional Element | Topics Covered |
|----------------------------|--|--|
| Our Natural Community | Conservation, Open Space | Air and water, greenhouse gasses, open space, hillsides, watersheds, riparian areas, plants, and animals |
| Our Prosperous Community | Economic Development | Fiscal health, economic diversification, job growth, tourism |
| Our Well Planned Community | Land Use/Design, Housing, Parks and Recreation | Place types, visual character, nature of intended change, and housing |
| Our Accessible Community | Circulation | Street networks, street types, transit services, bicycle and pedestrian systems, parking , transportation demand management, and performance metrics |
| Our Healthy Community | Public Health, Noise, and Land Use | Physical health, mental health, social capital, access to healthy food, and noise |
| Our Safe Community | Safety | Police, fire, natural hazards, and climate vulnerability and resilience |
| Our Active Community | Land Use, Open Space, Parks and Recreation | Open spaces, parks and recreation facilities, and youth and senior programs |
| Our Creative Community | Culture | Arts, culture, schools, libraries, public art, and historic resources |

Source: Table A.10, Montebello General Plan 2023

2.3.2 Key Concepts and Components of the General Plan Update

To achieve the above elements above, the General Plan Update recognizes certain key concepts. The General Plan Update focuses on a green infrastructure for the Plan Area, including maximizing shade trees along major corridors and flowering shade tree districts on neighborhood streets, establishing Downtown as a pedestrian friendly area, increasing linkages to the Rio Hondo and new Skyline Trail systems and utilizing underused open space within utility easement areas. The General Plan Update envisions a Plan Area that supports and encourages highly productive and efficient land use development as a path towards long-term financial sustainability. By reinforcing the productivity of downtown and the corridors, the total assessed value of taxable property will increase and will generate additional public revenue.

The Downtown Montebello Specific Plan developed in conjunction with the General Plan Update proposes to enhance the street through selective market supported infill development with two and three-story buildings that will augment the character and quality of the street as well as activate the street, giving new energy to the area through unique, local, and high-quality experience-based retail opportunities. The Downtown Montebello Specific Plan is further described in Section 2.3.7 of this EIR.

The General Plan Update recommends enhancing the Plan Area's principal streets as part of an open space and development scaffold. The street grid is the Plan Area's most ubiquitous public space. This vision proposes the enhancement of the Plan Area's main north-south and east-west arterials. These enhancements will include streetscape improvements with landscape and appropriate navigation to make these streets identifiable routes within the overall Plan Area street grid. In addition, the General Plan Update seeks to enhance existing neighborhoods with a full range of housing types, open spaces, and mixed uses that will bring most of the activities of daily living into walking distance, allowing young and elderly the independence of movement. The final concept of the General Plan Update is to provide safe and convenient multimodal travel options for residents, employees, and visitors of all ages and abilities. The City's aspirational transportation network is one that encourages users to switch from driving alone to other modes such as walking, biking, riding transit, carpooling, and taking rideshare. It is also a network that manages the City's resources in balance with its land use context and built environment. By providing a multimodal network of complete streets, the City can shift the current driving-dominant mode split towards alternative modes that can bring about public and environmental health benefits. These key concepts will assist in fulfilling the vision of the City of Montebello. Section 2.3.6, *Key Concepts of the Vision* of this EIR described these key concepts in more detail.

2.3.3 General Plan Update Organization

The General Plan Update is organized into twelve chapters, including an introduction, a vision, policies and actions, eight topical chapters, and implementation. The vision establishes the overall concepts for the future and provides context and background information on the City and the General Plan Update itself. The eight topical chapters encompass all the elements required by California General Plan law. Each topical chapter is summarized below:

- **Our Natural Community.** This chapter focuses on how Montebello will promote clean air and water, prevent urban heat islands, reduce stormwater runoff, and promote greener neighborhoods and nature-based recreation. The guiding principles for this chapter include a systems approach and multiple benefits, collaboration, and equity.

- **Our Prosperous Community.** The chapter focuses on how the City will attract and retain jobs within growth industries, nurture small entrepreneurial businesses, redevelop underutilized properties along key corridors and districts, and build the city’s fiscal capacity. The guiding principles for this chapter include an integrated approach, inclusivity, encouraging small-scale manufacturing, and place-making.
- **Our Well Planned Community.** This chapter focuses on how the City will conserve and enhance stable areas, promote contextual infill, and direct productive growth to downtown, commercial districts, and corridors. The guiding principles for this chapter include preserving natural areas, preserving and enhancing stable residential districts, revitalizing industrial areas, revitalizing Downtown, corridors, and neighborhoods, and investing in underserved areas.
- **Our Accessible Community.** This chapter’s primary focus (and its first guiding principle) is how the City will provide safe and convenient multimodal travel options for residents, employees, and visitors of all ages and abilities through creative reimagining of the City’s transportation facilities. Other guiding principles for this chapter include implementing policies and actions to achieve a meaningful shift in travel characteristics from private vehicles to transit and active transportation, establishing citywide mode split and vehicle miles travelled (VMT) targets to guide investments in infrastructure and programs, identifying circulation plans for each primary mode of travel, developing approaches to proactively address future transportation infrastructure and changes in mobility options and technologies, balancing the demand for parking for each part of the City through programs and policies to support and encourage taking transit, biking walking, and other non-vehicular modes, and balancing the need for regional and local goods movement for industrial uses with reducing the effects of trucks and heavy vehicles on other modes and local streets.
- **Our Healthy Community.** This chapter focuses on promoting health and well-being through all-inclusive approaches where healthy habits are encouraged. The guiding principles for this chapter include prioritizing prevention, collaborating for multiple benefits, healthy choices, and equity.
- **Our Safe Community.** This chapter focuses on holistic, equitable, and preventative public safety measures, increase awareness, and being prepared for natural or human-caused hazards. The safety element outlines potential threats and the policies and procedures to help prepare the community. The guiding principles for this chapter include holistic community safety, prevention, collaboration and mutual respect, equity, and resilience.
- **Our Active Community.** This chapter focuses on creating an environment that incorporates physical activity into daily activity that supports health, wellness, and social connections and provides children and adults a range of high-quality recreational opportunities. The guiding principles for this chapter include multiple benefits, seamless connections, equity, access, and placemaking.
- **Our Creative Community.** This chapter focuses on nurturing and promoting arts and cultural activities, organizations, and events to give them more visibility and prominence in the region. The guiding principles for this chapter are inclusive, accessible and equitable, flexible, engage local artists, and collective leadership.

Each chapter discusses its overall purpose, or vision, as it relates to the General Plan Update as a whole. The policies in each chapter then outline how the City plans to achieve this vision. Implementation actions designed to help achieve the policies are contained in Section D of the General Plan Update.

The Downtown Montebello Specific Plan is discussed in relation to the General Plan Update in Section 2.3.7, *Downtown Montebello Specific Plan*, of this EIR.

The General Plan Update includes an update of the City's 6th Cycle Housing Element (2021-2029), in compliance with the requirements of State Housing Element law. To meet deadlines imposed by the California Department of Housing and Community Development ("HCD"), the City's Housing Element update was advanced and ultimately adopted by the City Council in June 2022 and subsequently certified by HCD on July 11, 2022. While an Initial Study/Negative Declaration (IS-ND) was prepared and adopted concurrently with the Housing Element, the Housing Element is a component of the General Plan and will also be analyzed in this EIR.

2.3.4 Overarching Purposes/Objectives and Policies

Based on input from the community, the General Plan Update includes the overarching purposes listed in Table 2-2 to guide General Plan Update policies and City decision-making. These overarching purposes also serve as the objectives of the proposed Project. The overarching purpose is a vision statement that provides general direction for the chapter. The policies in each chapter, also listed in Table 2-2, are specific statements that guide decision-making. The actions that would help implement the policies for each chapter are described in Section D of the General Plan Update.

2.3.5 General Plan Update Land Use Map

The purpose of the General Plan Update land use map, shown in Figure 2-3, is to guide the general distribution, location, and extent of the various land uses in the Plan Area. The land use map specifies land use designations for all parts of the Plan Area. All land use designation categories included in the General Plan Update and shown on the land use map are listed in Table 2-3. Specific land use regulations for parcel development will continue to be defined in the Development Code, which will be updated following adoption of the General Plan Update.

Table 2-4 shows the proposed breakdown of land use designations under the General Plan Update compared to the current General Plan. Note that there are significant changes between the current land use designations and the proposed land use designations. Generally, these changes are a result of simplifying the General Plan land use designation system by reducing the number of land use designations from 18 to 10. These changes were made to better reflect both the current and intended uses of these properties and provide more flexibility for their potential future use, while still ensuring compatibility between uses through implementation of General Plan Update goals, policies, and actions; the provisions of the City's Development Code; the City's development review process; and through adopting form-based codes in certain areas.

Table 2-2 General Plan Update Overarching Purposes/Objectives and Policies

| General Plan Update Chapter | Overarching Purpose | Policies |
|------------------------------------|--|---|
| Our Natural Community | Promote clean air and clean water, prevent urban heat islands, reduce stormwater runoff, and promote greener neighborhoods, and nature based-recreation. | P1.1 Enhance air and water quality, increase public green space through the integration of green infrastructure. |
| | | P1.2 Support regional planning efforts to improve air quality. |
| | | P1.3 Consider emission reduction goals in all major decisions on land use and investments in public infrastructure. |
| | | P1.4 Educate businesses and the general public about air quality standards, health effects, and best practices they can make to improve air quality and reduce greenhouse gas emissions. |
| | | P1.5 Coordinate initiatives and regulatory changes with local, regional, and state agencies to reduce motor vehicle emissions. |
| | | P1.6 Improve the City’s jobs/housing balance ratio. |
| | | P1.7 Montebello will protect, conserve, and replenish existing and future water resources. |
| Our Prosperous Community | Attract and retain jobs within growth industries; nurture small entrepreneurial businesses; redevelop underutilized properties along key corridors and districts; and build the City’s fiscal capacity | P2.1 Support the Creation of an Economic Development Organization in the City. |
| | | P2.2 Promote corridor development. |
| | | P2.3 Maximize future Light Rail Stop with TOD Planning. |
| | | P2.4 Repurpose the regional retail centers to meet new community needs. |
| | | P2.5 Nurture the local business community. |
| | | P2.6 Preserve and enhance industrial areas. |
| | | P2.7 Encourage urban infill and compact development |
| | | P2.8 Remove regulatory and procedural barriers to fiscally productive land uses and good design |
| Our Well Planned Community | Conserve and enhance stable areas, promote contextual infill, and direct productive growth to downtown, commercial districts, and corridors. | P3.1 Preserve natural areas. |
| | | P3.2 Direct growth and redevelopment to the Downtown Area. |
| | | P3.3 Revitalize established neighborhoods and corridors. |
| | | P3.4 New development will create diverse and walkable neighborhood. |
| | | P3.5 Retrofit suburban development. |
| | | P3.6 Preserve and enhance the industrial district while retaining and expanding existing businesses. |
| | | P3.7 Maintain high-quality reliable potable water and non-potable water services, diversify supply and maintain and create facilities that meet existing and future water demands including drought conditions. |
| | | P3.8 Maintain, upgrade, and expand water pipeline, storage, and pumping infrastructure to meet projected domestic, commercial, and fire flow demands for all land uses within the City. |
| | | P3.9 Ensure that wastewater in the City of Montebello is safely and efficiently conveyed and treated under all demand scenarios, including existing and future average and peak flow sewer flow scenarios. |
| | | P3.10 Utilize and maintain a robust stormwater conveyance system that protects the City from flooding impacts while seeking multi-benefit solutions including water quality. |

| General Plan Update Chapter | Overarching Purpose | Policies |
|-----------------------------|--|--|
| | | <p>P3.11 Effectively treat all urban runoff and stormwater and ensure that local groundwater supplies and downstream receiving waters are protected.</p> <p>P3.12 Ensure that all City residents are safely and affordably supplied with electricity and natural gas throughout all future buildout scenarios.</p> <p>P3.13 Provide and maintain adequate and orderly systems for the efficient collection and disposal of solid waste for existing and future development.</p> |
| Our Accessible Community | Provide safe and convenient multimodal travel options for residents, employees, and visitors of all ages and abilities through creative reimagining of the City’s transportation facilities. | <p>P4.1 Support and promote walking, biking, and other nonvehicular modes as an alternative to driving within Montebello.</p> <p>P4.2 Promote the use of public transit through high-quality local and regional transit service and facilities.</p> <p>P4.3 Foster multimodal accessibility between transit services and destinations within the city.</p> <p>P4.4 Manage parking and develop curbside regulations to balance the needs for parking, passenger loading, and commercial loading while avoiding negative effects to the walking, biking, and transit experience.</p> <p>P4.5 Provide a network of complete streets that are safe and accessible for all transportation modes and users, including those with impaired mobility, with a system of multimodal and context-appropriate roadways that support a shift to alternative travel modes and a reduction in VMT.</p> <p>P4.6 Balance local and regional vehicular throughput needs, as well as their effects on other modes of travel.</p> <p>P4.7 Prioritize the safety of all modes and users when designing and developing the citywide transportation network.</p> <p>P4.8 Ensure the City’s transportation network and planning efforts incorporate new transportation technologies while also preparing for the needs of potential future technologies and modes.</p> |
| Our Healthy Community | Promote preventative health and well-being for all through inclusive approaches where healthy habits are encouraged. | <p>P5.1 Create and enhance equitable access to spaces that will foster positive interactions and encourage healthy lifestyles.</p> <p>P5.2 Create a multimodal transportation system that encourages active living and healthy lifestyles in all areas of the City across a broad spectrum of ages, interests, and abilities.</p> <p>P5.3 Improve the neighborhood retail environment.</p> <p>P5.4 Minimize noise impacts to ensure that noise does not detract from Montebello’s quality of life.</p> <p>P5.5 Promote opportunities for people to build connections with their peers, neighbors, and the greater community supporting inter-generational and inter-cultural programs, activities, and events.</p> <p>P5.6 Facilitate contact with nature through network of public and private green space.</p> <p>P5.7 Harnesses naturally occurring power of the sun, direction of wind and other climatic effects to maintain consistent indoor temperatures and occupant comfort.</p> |

City of Montebello General Plan Update and Downtown Montebello Specific Plan

| General Plan Update Chapter | Overarching Purpose | Policies |
|-----------------------------|---|--|
| Our Safe Community | Focus on holistic, equitable, and preventive public safety measures, increase awareness, and be prepared for natural or human-caused hazards. | P6.1 Promote crime prevention strategies. P6.2 Encourage efforts to improve the image of safety in neighborhoods. P6.3 Prevent bicycle and pedestrian accidents. P6.4 Provide a high level of fire protection service in the community. P6.5 Maintain a current Emergency Operations Plan. P6.6 Minimize damage and maximize resilience from emergencies. P6.7 Identify and appraise the geologic and seismic hazards within the community. Reduce the loss of life, damage to property, and the economic and social dislocations resulting from future earthquakes. P6.8 Provide protection from wild and urban fire hazards to persons, property, and city assets. P6.9 Minimize the risks from flooding and related hazards to persons, property, and city assets. P6.10 Minimize potential threats to public health and safety from extreme heat events. P6.11 Minimize the risks of geotechnical hazards to persons, property, and city assets. P6.12 Take necessary steps to establish and maintain the City’s capability to respond promptly and effectively to emergencies. P6.13 Plan for efficient and rapid recovery from disasters. |
| Our Active Community | Create environments that incorporate physical activity into daily activity that support health, wellness, and social connections, and provide children and adults a range of high-quality recreational opportunities. | P7.1 Expand park inventory to strive for the standard of 5 acres per 1000 residents. P7.2 Ensure the maximum distance between residents’ homes and the nearest public park is 1/2 mile. P7.3 Promote, expand, and protect a green infrastructure that links the natural habitat. P7.4 Identify and remove barriers to access parks. Encourage walking & biking as preferred way to get to and from parks. P7.5 Make parks safer. P7.6 Address deferred maintenance of citywide park system. P7.7 Explore adding indoor facilities, recreation, teen, and Senior Centers. P7.8 Develop flexible use areas that can be used for multiple events and activities. P7.9 Provide diverse programs and events. P7.10 Provide multi-purpose courts to accommodate trends and more variety in court sports. P7.12 Strive for financial resiliency to provide, maintain, and operate parks and recreational programs into an uncertain future. P7.13 Create and promote opportunities to participate/ volunteer in the expansion/maintenance/operations of parks, recreation, events, projects and programs. P7.14 Continue to partner with other recreation service providers to develop programs and services to meet changing demand and trends P7.15 Explore creative or alternative funding opportunities for programs and capital projects. |

| General Plan Update Chapter | Overarching Purpose | Policies |
|-----------------------------|---|---|
| Our Creative Community | Nurture and promote arts and cultural activities, organizations, and events and give them more visibility and prominence in the region. | <p>P8.1 Increase awareness of the importance of the creative community.</p> <p>P8.2 Leverage maker economy to grow creative workforce, training, housing, and jobs.</p> <p>P8.3 Expand artistic space, activities and programs in non-traditional venues.</p> <p>P8.4 Weave arts and culture into the fabric of the City.</p> <p>P8.5 Make Montebello’s arts, cultural, heritage, and natural attractions visible and accessible to tourists and local audiences.</p> <p>P8.6 Develop an iconic cultural event.</p> <p>P8.7 Engage students and youth in the creative community beyond the classroom.</p> <p>P8.8 Increase partnerships between higher education, cultural organizations and arts entrepreneurs.</p> <p>P8.9 Enhance public understanding, appreciation, and respect for all cultures, achieving diversity, equity, and inclusion.</p> <p>P8.10 Expand equity-focused arts and culture investments across public agencies, through budget appropriations, and targeted allocations to artists of color, and cultural institutions serving communities of color and low-income areas.</p> <p>P8.11 Increase access to arts and culture in under-resourced neighborhoods.</p> <p>P8.12 Create a useful portal to historical information and preservation resources on the City’s web site.</p> <p>P8.13 Make information related to the City’s historic built environment available on multiple platforms and in varied formats.</p> <p>P8.14 Promote the importance of integrating new development with the existing building stock, particularly within the Downtown Specific Plan Area.</p> <p>P8.15 Develop a policy framework for evaluating the potential significance of older properties within City limits.</p> <p>P8.16 Develop historic context statement(s) to guide future historic resource survey efforts.</p> <p>P8.17 Identify potential historic context statement for Montebello.</p> <p>P8.18 Engage community members and stakeholders when identifying potential historical resources.</p> <p>P8.19 Develop policies and procedures enabling the protection of local historical resources.</p> <p>P8.20 Encourage and promote the designation of local historical resources.</p> <p>P8.21 Develop a Public Arts Program.</p> <p>P8.22 Promote education and interactive components to increase understanding of public art and their contribution to Montebello.</p> <p>P8.23 Integrate public art into the development review and capital improvement program.</p> <p>P8.24 Ensure that Montebello’s cultural organizations have the necessary resources to succeed.</p> |

Figure 2-3 General Plan Update Land Use Map

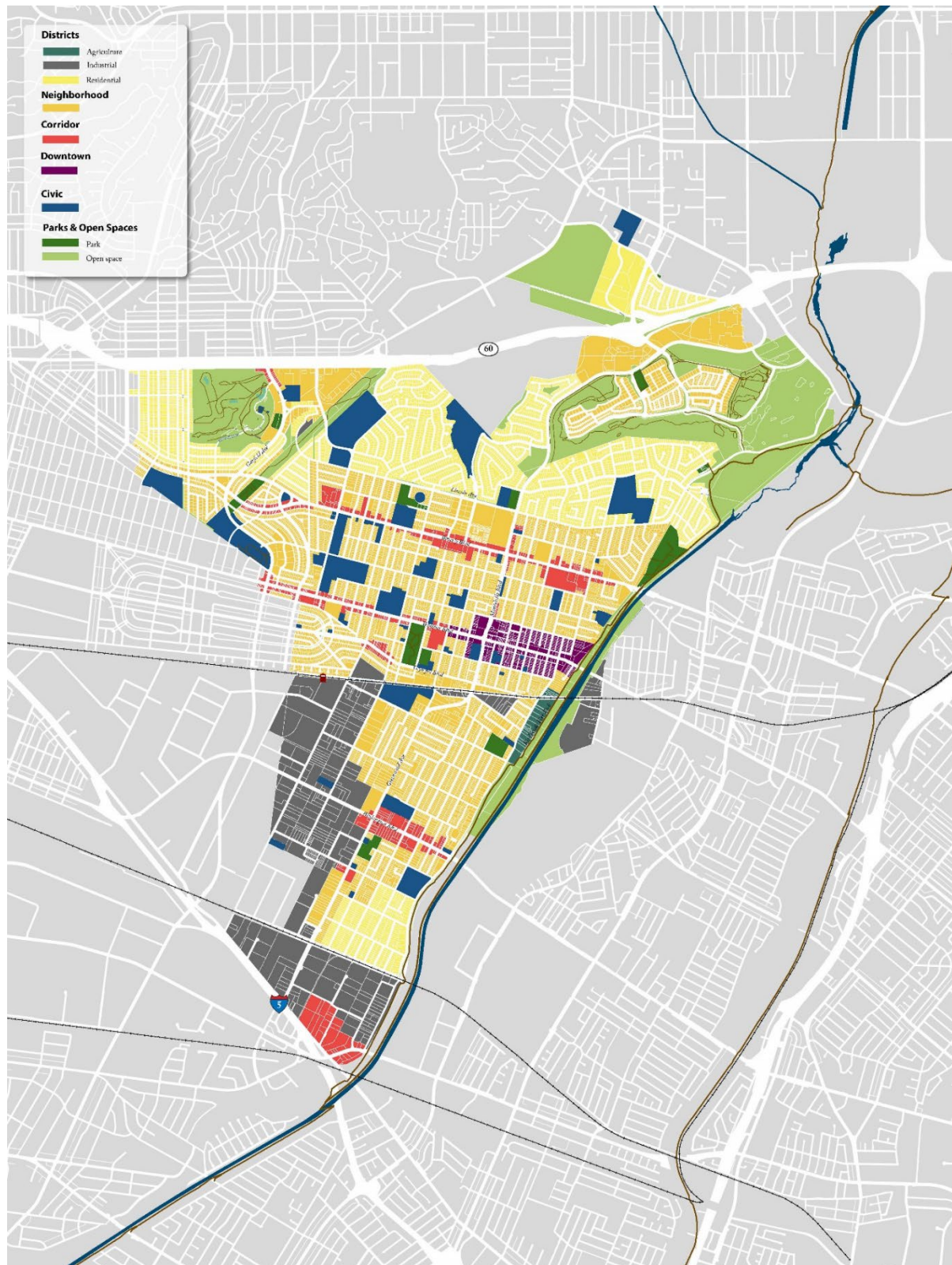


Table 2-3 General Plan Update Land Use Categories

| Land Use Designation | Characteristics and Allowed Uses | Scale | Intensity | Height | Total Acres |
|----------------------|--|--|--|-------------|-------------|
| Agriculture | The agriculture district preserves the historic use of the area for horse ranches and racing stables next to the Rio Hondo Channel. Properties include horse barns and multiple sheds supporting equestrian activities with indoor and outdoor areas for horses to roam. | House-scale with barns | Typically larger lots with a range of intensity from 1 unit per acre to 4 units per acre. | 1-2 stories | 21.11 |
| Industrial | Suitable for light manufacturing service, light industrial makes this land versatile for development and employment. The lower intensity manufacturing, usually at the scale of one to three stories, can be located next to residential neighborhoods due to their low emissions of sound, light and air pollution. | Block-scale buildings | Based on context and use, the FAR varies between 0.3 to 1 for larger parcels at key locations. | 1-3 stories | 728.19 |
| Residential | Within the Residential District, commercial, residential, and civic uses are separated from each other. Daily needs are accessible only by car. Roads are arranged in a discontinuous pattern that reduces the choice of route and mode of transport. Primarily detached, single-family residences are designed as separate pods containing similar building types, sizes, and dispositions, leading to a limited range of environments, experiences, functions, uses, prices, and populations. | House-scale | Typical intensity ranges from larger lots at 1 acre per unit to smaller lots with up to 20 units per acre. Recent legislation allowing accessory dwelling units has the potential to increase the number of units per lot. | 1-2 stories | 751.69 |
| Neighborhood | The physical size of the neighborhood is defined by a five-minute walk from its geographic center to its edge, covering approximately a quarter of a square mile. Primarily residential with mixed use encouraged along avenues, boulevards, and parkways. The basic needs of daily life are available in close proximity. The neighborhood offers transit, employment, and shopping, plus civic and leisure activities. Streets form a connected network, providing alternate routes that help to disperse traffic, and are equitable for vehicles, pedestrians, and bicyclists. Diversity in the type, size, and disposition of buildings, streets, and open spaces creates many options in environments, experiences, functions, uses, prices, and populations. | House-scale and some block-scale buildings. Attached, semi-detached, and detached buildings. | 15 to 40 units per acre | 1-3 stories | 1,445.45 |

City of Montebello General Plan Update and Downtown Montebello Specific Plan

| Land Use Designation | Characteristics and Allowed Uses | Scale | Intensity | Height | Total Acres |
|----------------------|--|---|---|-------------|-------------|
| Corridor | Montebello’s corridors are distinctive with varying context and diverse building types. Some commercial corridors are lined mostly with low-rise single-use commercial strip centers and surface parking area provide opportunities for new transit, affordable housing, and economic centers. Intensification of the corridors will increase housing supply and reduce displacement by permitting housing on underperforming commercial corridor sites -- redeveloping strip malls entails no direct displacement as no one lives there yet. | Block scale buildings with human scale details at street level. | Varies based on context. Generally, 40 to 60 unit per acre. Commercial development varies from Floor Area Ratio (FAR) of 2.0 for the Beverly Hospital area to modest FAR of 0.3 street level commercial storefronts at key intersections. | 1-4 stories | 219.29 |
| Downtown | Downtown is a Citywide destination where people work, live, shop, and play. It is accessible from across the City by multiple modes of transportation. Downtown is characterized by low and mid-rise mixed-use buildings placed close to the sidewalk to create a thriving pedestrian environment which is supported by high quality streetscapes and public spaces. Range of open spaces and walkable streets weave together the various downtown assets. | Block scale buildings with human scale details at street level. | Varies based on context. Generally, 40 to 80 unit per acre. Commercial development varies from FAR:2 for the downtown core to modest FAR of 0.3 for street level commercial at key intersections. | 1-5 stories | 97.69 |
| Civic | Public or quasi-public in operation, civic buildings and spaces are the cornerstone of neighborhoods and a symbolic reflection of Montebello’s values and aspirations. The civic buildings may operate in the fields of the arts, culture, education, recreation, government, transit, security, health, and safety. Since public buildings represent a collective identity, their design should set them apart from more conventional private buildings. Civic building sites should be located within or adjacent to a civic space, or at the terminated vista of a significant thoroughfare. These places are easily accessible by foot or automobile and have formal access points that address the street | N/A | N/A | N/A | 334.42 |

| Land Use Designation | Characteristics and Allowed Uses | Scale | Intensity | Height | Total Acres |
|----------------------|---|-------|-----------|--------|-------------|
| Parks | Parks and recreational facilities are designated public spaces that are meant to be walkable with forms of active and passive recreation. These areas usually contain formal access points from the street and can be any size up to a regional park. | N/A | N/A | N/A | 134.57 |
| Open Spaces | Open Spaces such as wetlands, basins, or waterways are mainly natural features with a focus on preservation and sometimes allow for passive recreation. These lands mainly perform environmental functions that allow for natural wildlife and ecological interactions to occur, therefore, necessitating conservation practices when applicable. | N/A | N/A | N/A | 910.61 |

Table 2-4 Changes in Existing General Plan and Proposed General Plan Update Land Use Designations

| Existing Land Use Designations | Acres¹ | Percentage (%) of Total | Proposed Land Use Designations | Acres | Percentage (%) of Total |
|---------------------------------------|--------------------------|------------------------------------|---------------------------------------|--------------|------------------------------------|
| Residential – Low | 2,055.8 | 40.9% | Agriculture | 21.1 | 0.5% |
| Residential – Medium | 596.2 | 11.8% | Industrial | 728.2 | 15.7% |
| Residential – High | 216.1 | 4.3% | Residential | 751.0 | 16.2% |
| Residential – Very High | 89.5 | 1.8% | Neighborhood | 1,445.5 | 31.1% |
| Commercial - General | 275.8 | 5.5% | Corridor | 233.8 | 5.0% |
| Commercial - Boulevard | 131.1 | 2.6% | Downtown | 97.7 | 2.1% |
| Industrial | 823.3 | 16.4% | Civic | 319.8 | 6.9% |
| Institutional | 230.1 | 4.6% | Parks | 134.6 | 2.9% |
| Parks/Recreation/Open Space | 614.6 | 12.2% | Open Space | 910.6 | 19.6% |
| Total² | 5,032.5 | 100% | | 4,643 | 100% |

¹ Source: City of Montebello General Plan Land Use Element, Adopted 1973

² Totals arrived at by adding up the individual rows above may differ slightly from the number shown here due to rounding

2.3.6 Key Concepts of the Vision

As discussed in Section 2.3.1, in order to achieve the community's vision, the General Plan Update focuses on creating a green infrastructure for the Plan Area; encouraging highly productive and efficient land use development (especially in Downtown Montebello); enhancing the Plan Area's principal streets as part of an open space and development scaffold; enhancing existing neighborhoods with a full range of housing types, open spaces, and mixed-uses; and providing safe and convenient multimodal travel options for residents, employees, and visitors of all ages and abilities. The following are the key updates included in the General Plan Update.

Focus Areas of New Development

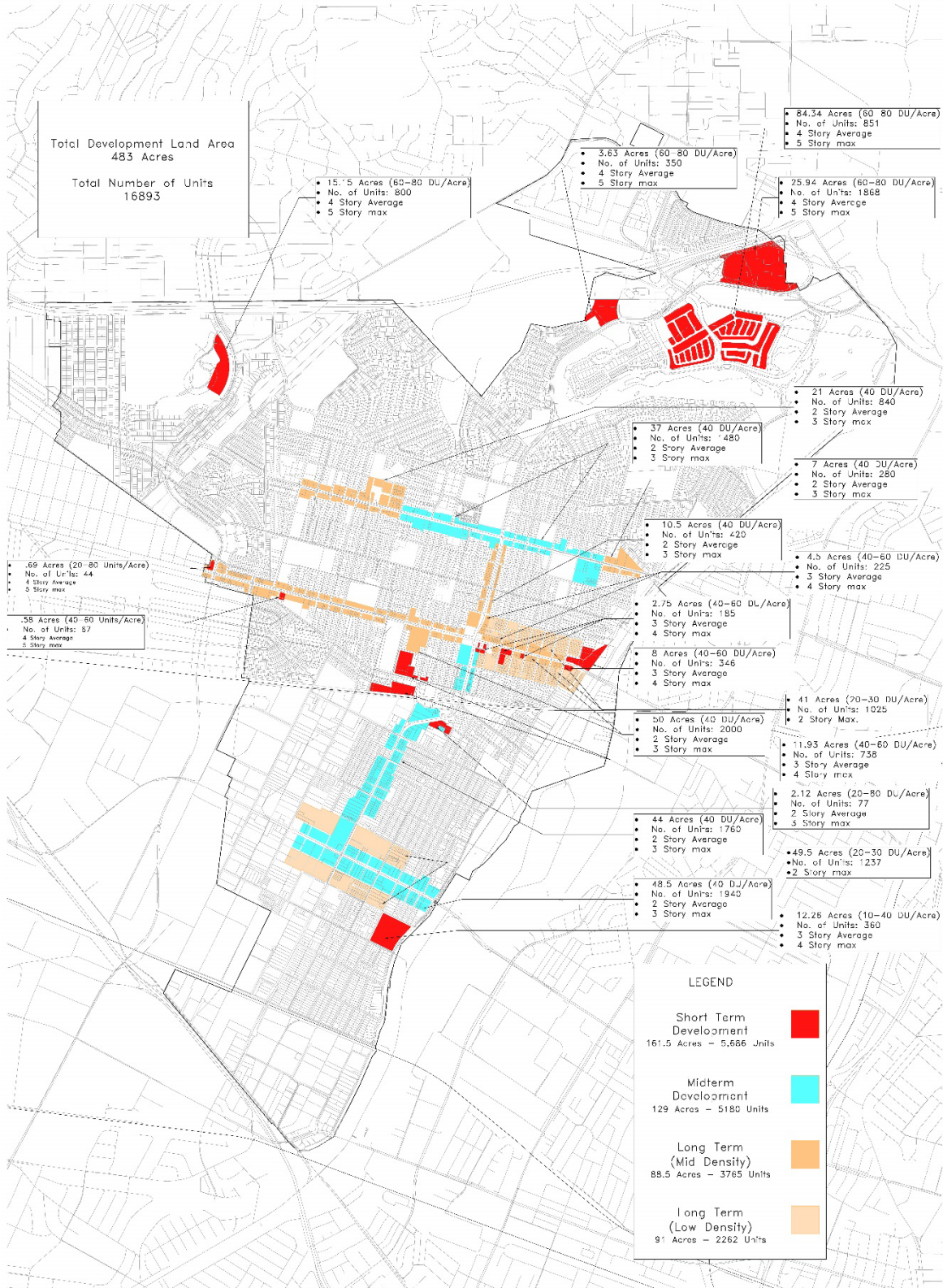
The General Plan Update proposes focus areas and activity nodes to help shape and distribute new development. Much of the Plan Area is characterized by stable residential neighborhoods and established commercial uses. However, several areas have been identified as focus areas that offer unique characteristics and may provide opportunities to transition over time with adjustments in land use, beautification, and place-making through the following strategies: Green Infrastructure, Prioritize Productive Growth, Vibrant Downtown, Great Streets, Great Neighborhoods, More Choices for Getting Around, and An Incremental Plan. These strategies are described below.

The focus areas of new development are shown in Figure 2-4. Table 2-6 displays the total planned acreages for the different land uses under the proposed General Plan Update. Generally, new development would result from re-use of properties, conversion of uses in response to market demand (e.g., select industrial to commercial), and more intense use of land in defined areas. While there is relatively strong demand for a variety of land uses in the Plan Area, the actual amount and scale of development that can occur is limited by the amount of available land, financial feasibility of new development, fiscal priorities, and the level of acceptable density aligned with community character and vision. The General Plan Update seeks to direct new growth to corridors, the downtown area, the future light rail transit stop along Washington Boulevard, and larger tracts along the I-60 freeway. The location and amount of projected growth for the next 20 years in the General Plan Update is a result of market study; careful block-block assessment of catalytic sites; design, fiscal, and financial feasibility; and community preference.

Green Infrastructure

A new Plan Area-wide green infrastructure is a key part of the General Plan Update, which focuses on maximizing shade trees to increase pedestrian activity along major corridors, establishing flowering shade tree districts that encourages neighborhood identity and connections on neighborhood streets and establishing Downtown as a pedestrian friendly area with wide sidewalks, shaded street trees, street art, and iconic plazas and allows for street closures for various events, holiday festivities, farmers market, lively arts, and entertainment. Additionally, the General Plan Update focuses on increasing linkages to the Rio Hondo and new Skyline Trail, encouraging urban pedestrian trails within neighborhoods connecting open space and other points of interest and utilizing underutilized open space within utility easement areas for recreational purposes where safe and appropriate.

Figure 2-4 Focus Areas of New Development



Prioritize Productive Growth

The General Plan Update envisions a Montebello that supports and encourages highly productive and efficient land use development as a path towards long-term financial sustainability. By reinforcing the productivity of Downtown and the corridors, the total assessed value of taxable property will increase and will generate additional public revenue. With the expanded property tax revenue, Montebello will be financially capable of making investments that improve the quality of life for the City's residents, business owners, and visitors. The housing priorities and opportunities identified in the General Plan Update have the potential to not only increase the stock of available housing, but to do so in ways that generate sustainable public wealth by prioritizing a diverse portfolio of residential developments.

Vibrant Downtown

The historic Main Street along Whittier Boulevard east of 11th Street has the makings of a memorable downtown. The Downtown Specific Plan developed in conjunction with the General Plan Update proposes to enhance the street through selective market supported infill development with multi-story buildings that will augment the character and quality of the street as well as activate the street giving new energy to the area through unique, local, and high-quality experience-based retail opportunities.

Great Streets

The General Plan Update recommends enhancing the Plan Area's principal streets as part of an open space and development scaffold. The grid of streets are the Plan Area's most ubiquitous public space. This vision proposes enhancing the Plan Area's main north-south and east-west arterials including Whittier Boulevard, Beverly Boulevard, Washington Boulevard and Montebello Boulevard. These enhancements will include streetscape improvements with landscape and appropriate navigation to make these streets identifiable routes within the overall Plan Area street grid. These landscaped streets along with new proposed parks, and plazas will create a large open space scaffold around which development will be planned and designed.

Great Neighborhoods

The concept and vision for great neighborhoods is to preserve the City's stable residential neighborhoods and, where necessary, enhancing and repairing any deficiencies. The General Plan Update lists the following strategies/goals for maintaining and enhancing vibrant, healthy, and resilient neighborhoods:

- Enhancing neighborhoods by leaving most neighborhoods intact, ensuring that any new development on existing or proposed streets facing these neighborhoods will be of a scale, size and character compatible with existing development, and identifying a network of streets that interconnect these neighborhoods across the major arterials between them.
- Encouraging integration in income-segregated areas, especially in the southern areas of the City, by encouraging new building types and mixed-uses such as contextually designed accessory dwelling units, townhomes, apartments, live-work units for the City's diverse cultures,
- Transforming the mall sites adjacent to the SR-60 Freeway into new mixed-use developments.
- Leaving the industrial area in the southern part of the City largely untouched but proposing to enhance its edges, particularly those adjacent to residential neighborhoods with compatible development.

More Choices for Getting Around

The General Plan Update’s vision is to provide safe and convenient multimodal travel options for residents, employees, and visitors of all ages and abilities. The City’s aspirational transportation network is one that encourages users to switch from driving alone to other modes such as walking, biking, riding transit, carpooling, and taking rideshare. It is also a network that manages the City’s resources in balance with its land use context and built environment. By providing a multimodal network of complete streets, the City can shift the current driving-dominant mode split towards alternative modes that can bring about public and environmental health benefits.

An Incremental Plan

The General Plan Update demonstrates the City’s commitment to support transformative and equitable community development. The new public investment highlighted in the General Plan Update constitutes an unprecedented allocation of support Citywide that will work effectively with ongoing State and Federal funding programs as well as contributions from private and philanthropic partners. These new resources are designed to work in concert, creating opportunities for communities to grow and attract private investment. The City will ensure that investments generate the maximum benefits for communities by allocating resources efficiently and strategically.

2.3.7 Downtown Montebello Specific Plan

The Downtown Montebello Specific Plan is a component of the General Plan Update and focuses on downtown Montebello, which is roughly bounded by Greenwood Avenue on the west, Los Angeles Avenue on the south, the Rio Hondo Channel on the east, and Cleveland Avenue on the north. The boundaries of the Downtown Montebello Specific Plan area are shown with the red line on Figure 2-2. The Specific Plan area includes a walkable core area around the Montebello Boulevard/Whittier Boulevard intersection. The Downtown Montebello Specific Plan proposes to enhance the street through selective market supported infill development with multi-story buildings that will augment the character and quality of the street as well as activate the street, giving new energy to the area through unique, local, and high-quality experience-based retail opportunities.

The Downtown Montebello Specific Plan is an integrated plan that implements the community driven vision, direction, and policy guidance set in the Montebello General Plan Update. The Downtown Montebello Specific Plan would establish a vision that is intended to restore and leverage downtown Montebello’s natural, built, and social assets to build resilient prosperity with a focus on quality of place as a key competitive advantage. The Specific Plan includes a focus on walkable and mixed-use development in the downtown area; preserving and adding to the supply of affordable and supportive housing; providing proximity to daily necessities within a reasonable pedestrian journey; introducing more organic and less ordered spaces along the Rio Hondo Channel; creating a distinct and equitable downtown within a landscape that takes advantage of the Plan Area’s mild climate with parklets, bicycle lanes, and passive and active outdoor recreation; and creating strategic mobility hubs throughout downtown to offer more mobility options and help reduce automobile dependence.

2.3.8 SCAG Residential and Employment Growth Projections

Table 2-5 shows current and forecast population, households, and employment for the Plan Area, as estimated by the Southern California Association of Governments (SCAG) in their 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) which is entitled *Connect SoCal*¹. The Plan Area's population is forecast to reach approximately 67,800 in the year 2045. This represents an increase of approximately 3,473 people (5 percent) from its estimated 2018 population of 64,327 (SCAG 2019 and 2020).

Table 2-5 SCAG Residential and Employment Growth Projections for Montebello

| Year | Population | Households | Employment |
|-------------------|---------------------|---------------------|---------------------|
| 2016 | 63,900 ^a | 19,100 ^a | 29,300 ^a |
| 2018 | 64,327 ^b | 19,220 ^b | 29,427 ^b |
| 2045 | 67,800 ^a | 21,100 ^a | 31,300 ^a |
| Change, 2018-2045 | 3,473 | 1,880 | 1,873 |

^a Source: Final Connect SoCal Demographics and Growth Forecast (SCAG 2020)

^b Source: SCAG Profile of the City of Montebello (SCAG 2019)

2.3.9 General Plan Update Growth Projections

Based on forecast growth, market demand, and developable land, Table C3.2 of the General Plan Update lists residential and non-residential growth projections through the year 2045. These growth projections are shown in Table 2-6.

Table 2-6 General Plan Update Growth Projections

| Land Use | Projected Growth Through 2045 |
|-------------|-------------------------------|
| Residential | 16,893 units |
| Commerce | 368,955 sf |
| Hotel | 104 rooms |

sf = square feet

The General Plan Update would accommodate this future growth through creation of focus areas and activity nodes to help shape and distribute new development, as described in Section 2.3.6, and shown on the proposed General Plan Land Use Map (Figure 2-3) and the Focus Areas of New Development map (Figure 2-4). The location and amount of projected growth for the next 20 years in the General Plan Update is a result of market study; careful block-by-block assessment of catalytic sites; design, fiscal, and financial feasibility; and community preference.

¹ SCAG'S 2020 *Connect SoCal* RTP/SCS is used throughout this EIR for population and other demographic information, except in Section 4.17, *Transportation*, which uses SCAG's 2016 RTP/SCS travel demand model to estimate VMT metrics. The version of the SCAG model from the 2016 RTP/SCS is used in the *Transportation* section because it has been used for VMT analysis in most communities in the SCAG region and is consistent with the requirements from nearby local and regional agencies such as the San Gabriel Valley Council of Governments, which relies on this model to establish thresholds and findings of significance.

2.4 Required Discretionary Actions

With recommendations from the City’s Planning Commission, the Montebello City Council will need to take the following discretionary actions in conjunction with the proposed Project:

- Certification of the Final EIR for the proposed Project
- Approval of the proposed Project

An updated Housing Element for the City of Montebello is included in the General Plan Update and analyzed in this EIR. All proposed population and housing growth relative to the updated Housing Element and the rest of the proposed Project is accounted for and analyzed in this EIR. The General Plan Update includes an update of the City’s 6th Cycle Housing Element (2021-2029), in compliance with the requirements of State Housing Element law. In an effort to meet deadlines imposed by the California Department of Housing and Community Development (“HCD”), the City’s Housing Element update was advanced and ultimately adopted by the City Council in June 2022 and subsequently certified by HCD on July 11, 2022.

The proposed Project does not involve any annexation of lands or adjustments to the City’s Sphere of Influence . If annexation is pursued in the future, it would require approval from the Los Angeles County Local Agency Formation Commission.

The Downtown Montebello Specific Plan includes development standards (the zoning code for the downtown parcels) that will be adopted with the General Plan. The City will also amend its Zoning Code following adoption of the proposed Project to maintain consistency between the General Plan and the Zoning Code for areas outside the Downtown Montebello Specific Plan Area, including specific land use regulations for parcel development defined in the Zoning Code.

3 Environmental Setting

This chapter provides a general overview of the environmental setting for the proposed Project. More detailed descriptions of the environmental setting for each environmental issue area can be found in Chapter 4, *Environmental Impact Analysis*.

3.1 Introduction

Section 15125 of the CEQA Guidelines provides that an EIR must include a description of the existing, physical environmental conditions in the vicinity of the project to provide the “baseline condition” against which project-related impacts are compared.

3.2 Regional Setting

The Plan Area is in central Los Angeles County, approximately nine miles southeast of downtown Los Angeles. The Plan Area is bordered by the cities of Monterey Park and Rosemead and the Los Angeles County unincorporated community of East Los Angeles to the north; the City of Commerce on the southwest; the City of Pico Rivera on the southeast; and the Whittier Narrows Recreation area on the northeast. Figure 2-1 in Chapter 2, *Project Description* shows the regional location of the Plan Area and Figure 2-2 in the *Project Description* chapter shows the Plan Area and the boundaries of the Downtown Montebello Specific Plan in a more local context.

An orthogonal grid of east-west and north-south roadways, including arterials, collectors, and local streets, provides vehicular access throughout the Plan Area. Major streets in the Plan Area include Montebello Boulevard, Whittier Boulevard, Beverly Boulevard, and Lincoln Avenue. The Plan Area is regionally accessible via Interstate 60 to the north, Interstates 164 and 19 to the east, and Interstate 5 to the south and east.

The regional climate is semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. Although air quality in the area has steadily improved in recent years, the Los Angeles region remains a nonattainment area for ozone, which is one of the main constituents of urban smog. The Plan Area is approximately 20 miles from the Pacific Ocean.

3.3 Cumulative Project Setting

Because the proposed Project is a general plan update and specific plan, cumulative impacts are treated somewhat differently than they would be for a project-specific development. Section 15130(b)(1)(B) of the CEQA Guidelines states that an adequate cumulative impact analysis can be based on “A summary of projections contained in an adopted local, regional or statewide plan, or related planning document that describes or evaluates conditions contributing to the cumulative effect.”

By its nature, a general plan considers cumulative impacts insofar as it considers cumulative development that could occur within the Plan Area. The proposed Downtown Montebello Specific Plan is fully incorporated into and accounted for in the proposed Montebello General Plan Update. Therefore, for the proposed Project, the analysis of project impacts also constitutes the cumulative analysis and each environmental impact analysis chapter of this EIR (chapters 4.0 through 4.20) contains only a brief discussion at the end of each chapter of the nature of cumulative impacts for the applicable impact area discussed in that chapter.

Because the proposed Project encompasses the entire Plan Area (everything within Montebello city limits), the cumulative impacts analysis in this EIR relies on various sources projecting growth for the Plan Area, including:

- Expected growth as described in the proposed General Plan Update
- SCAG's 2016 RTP/SCS travel demand model for the Vehicle Miles Traveled (VMT) analysis in Section 4.17, *Transportation*
- Growth projections from SCAG's 2020 RTP/SCS in Section 4.14, *Population and Housing*
- The California Department of Finance's (DOF) 2023 E-5 Population and Housing Estimates for Cities, Counties, and the State

The Plan Area currently has a population of approximately 61,645 persons and 19,995 households (DOF 2023). SCAG's 2016 RTP/SCS forecasts that the Plan Area will have a population of 67,300 persons and 21,000 households by 2040 (SCAG 2016). SCAG's 2020 RTP/SCS forecasts that by 2045 the Plan Area will have a population of 67,800 persons and 21,100 households. Based on Montebello's average household size of 3.06, the expected increase of 16,893 residential units under the proposed Project would generate a population increase of approximately 51,693 residents over approximately the next 20 years. Implementation of the proposed Project would add 51,693 new residents to the Plan Area's 2023 population of 61,645, future residential growth carried out under the proposed Project is predicted to increase the Plan Area's total population to approximately 113,338 residents, which is 45,538 residents above SCAG's 2045 population forecasts of 67,800 from the 2020 RTP/SCS (SCAG 2020).

4 Environmental Impact Analysis

This chapter discusses the possible environmental effects of the proposed Project for the specific issue areas identified as having the potential to experience significant impacts. “Significant effect” is defined by CEQA Guidelines Section 15382 as:

a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.

The assessment of each environmental impact area begins with an introduction summarizing the environmental effects considered for that issue area. This is followed by the setting and impact analysis. In the impact analysis, the first subsection identifies the methodologies used and the “significance thresholds,” which are those criteria adopted by the City, other agencies, universally recognized, or developed specifically for this analysis, to determine whether potential effects are significant. The next subsection describes each impact of the proposed Project, mitigation measures for significant impacts, and the level of significance after mitigation. Each effect under consideration for an issue area is listed separately in bold text, with the discussion of the effect and its significance following. Each bolded impact listing also contains a statement of the significance determination for the environmental impact as follows:

- **Significant and Unavoidable.** An impact that cannot be reduced to below the significance threshold level with implementation of reasonably available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per Section 15093 of the CEQA Guidelines.
- **Less than Significant with Mitigation.** An impact that can be reduced to below the significance threshold level with implementation of reasonably available and feasible mitigation measures. Such an impact requires findings to be made under Section 15091 of the CEQA Guidelines.
- **Less than Significant.** An impact that may be adverse, but does not exceed the significance threshold levels and does not require mitigation measures. Mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.
- **No Impact.** The proposed Project would have no effect on environmental conditions or would reduce existing environmental problems or hazards.

Following each environmental effect discussion, a list is provided of recommended mitigation measures (if required) and the residual effects or level of significance remaining after the implementation of the measures. In those cases where the mitigation measure for an impact could have a significant environmental impact in another issue area, this impact is discussed as a residual effect. The impact analysis concludes with a discussion of cumulative effects that evaluates the impacts associated with the proposed Project in conjunction with other future development in the area of cumulative effect for that impact, which is normally the area in and around the City of Montebello. Please refer to Table ES-2 in the *Executive Summary* of this EIR for a summary of all impacts and mitigation measures that apply to the proposed Project.

As outlined in Section 3.3, *Cumulative Project Setting*, of this EIR, Section 15130(b)(1)(B) of the CEQA Guidelines states that an adequate cumulative impact analysis can be based on “A summary of projections contained in an adopted local, regional or statewide plan, or related planning document that describes or evaluates conditions contributing to the cumulative effect.”

By its nature, a general plan considers cumulative impacts insofar as it considers cumulative development that could occur within a City or County Plan Area. Therefore, the analysis of the proposed Project’s impacts also constitutes the cumulative analysis, and each environmental impact analysis chapter of this EIR (Chapters 4.0 through 4.20) contains only a brief discussion at the end of each chapter of the nature of cumulative impacts for the applicable impact area discussed in that chapter. Examples of impact areas in which cumulative impacts extend, to some degree, beyond the boundaries of the Plan Area include transportation, air quality, and greenhouse gas emissions.

4.1 Aesthetics

This section describes current visual conditions in and around the Plan Area and evaluates the potential aesthetic and visual impacts of the proposed Project. Information for this section was taken in part from the existing Montebello General Plan, the proposed Montebello General Plan Update, and the proposed Downtown Montebello Specific Plan.

4.1.1 Environmental Setting

Visual resources are an important component of the quality of life of any community. As residents, workers, and/or visitors experience a place, their primary sensory interaction with that place is visual, and a wide variety of visual elements form the aesthetic character. These elements include scenic vistas, scenic resources, light and glare, and the visual character and quality of the area's topography, natural features, and urban form.

a. Scenic Resources

Scenic Streets

Local streets can and sometimes do enhance the aesthetic environment of the community, if they are well-designed. They can also serve an open space function by providing walking, jogging, bicycling, and relaxation opportunities, when they are configured with adequate sidewalks, bike paths, street trees, landscaped planting areas, and other streetscape amenities. This is further extended if they connect to other amenities with potential scenic value, such as parks and open space. Montebello has no officially designated scenic streets; however, the Scenic Highways Element of the City's currently adopted General Plan includes local streets that could be designated as unofficial scenic routes, including Bluff Road north of Sycamore Street, Lincoln Avenue between Avenida de la Merced and San Gabriel Boulevard, and future streets in the Montebello Hills (City of Montebello 1975).

Scenic Highways

California's Scenic Highway Program was created in 1963. Its purpose is to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to highways. Scenic corridors typically pertain to highways and visible lands outside the highway right-of-way, generally described as the view from the road. There are no officially designated scenic highways in the Plan Area (California Department of Transportation [Caltrans] 2018). There are no officially designated scenic highways in the Plan Area (California Department of Transportation [Caltrans] 2018). The closest officially designated state scenic highway is State Route-2 (SR-2) in La Canada Flintridge, located approximately 13.5 miles north of the Plan Area. The closest eligible state scenic highway is State Route 39 (SR-39) in Azusa, located approximately 11 miles northeast of the Plan Area.

Scenic Vistas

A scenic vista is a viewpoint that provides expansive views of a highly valued landscape for the benefit of the public. Scenic vistas encompass long-range views and often emphasize large-scale natural features. There are no designated scenic vistas within Montebello.

b. Urban Visual Character and Quality

While scenic vistas encompass long-range views and often emphasize large-scale natural features, views are also affected by their more immediate visual surroundings. Local aesthetics, typically on a neighborhood level, also contribute to the Plan Area's urban visual character. Development densities and types, distinctive neighborhoods and commercial districts, unique architectural elements, prominent public institutions/landmarks, and other elements all contribute to the Plan Area's aesthetic quality.

Development Patterns

Montebello is a built-out community in an urbanized area, but it still retains the predominantly single-family residential character valued by many members of the community. Montebello contains a range of architectural styles that collectively define its built environment including Spanish and Mexican-Era Architecture, Craftsman, Spanish Colonial Revival, Tudor Revival, Minimal Traditional, Ranch, and Contemporary. The Plan Area is also characterized by distinct, diverse commercial areas and a variety of active and passive recreational facilities.

Residential Character

A variety of architectural styles have shaped the Plan Area's housing landscape. During the Spanish and Mexican eras, adobe houses provided basic shelter, with the Juan Matias Sanchez Adobe (1845) serving as an example. The Craftsman style, popular from 1905 to the early 1920s, featured simple forms, natural materials, and handcrafted details, mainly seen in small Craftsman bungalows near Whittier Boulevard. Spanish Colonial Revival architecture, prevalent in the 1920s and '30s, celebrated Southern California's colonial roots with stucco walls, red clay tile roofs, and arched doors and windows. Tudor Revival style drew inspiration from Medieval English architecture, characterized by steep roofs, prominent chimneys, and decorative half-timbering. Minimal Traditional style, popular in the Depression and postwar era, offered modest mass-produced housing with compact plans and minimal ornamentation. Ranch-style homes, influenced by Southern California's haciendas and farmhouses, became prominent after World War II. Contemporary housing, from the late 1970s onwards, follows standardized plans with variations in facade details, often incorporating elements of historical styles. Montebello's architectural diversity is showcased through these various styles, representing different periods of development and design influences.

Commercial Areas

Montebello's commercial areas are characterized by various architecture styles. Programmatic buildings from the 1920s and '30s mimicked non-architectural objects to catch motorists' attention. Beaux Arts structures, influenced by the City Beautiful Movement, featured formal presence and classical details. The Moderne style of the 1930s and '40s embraced modernity with sleek forms and new materials. Mid-Century Modern buildings after World War II emphasized simplicity, while contemporary styles from the late 1970s onward focused on practicality with cost-effective materials. Montebello's architectural landscape reflects a diverse mix of styles, shaped by different eras and design philosophies. Montebello's commercial areas include a variety of businesses, such as a range of restaurants, serving the community.

Open Space and Recreational Facilities

Open space provides visual relief from urbanized areas, including views for motorists, bicyclists, and pedestrians. Because most of Montebello is currently developed, open space is generally provided in the form of parks and street medians interspersed throughout the Plan Area, although some (generally less publicly accessible) open space areas also exist in the Plan Area in the Montebello Hills, the Whittier Narrows Recreation Area, and along the Rio Hondo.

Currently, the City's Parks Master Plan includes approximately 125 acres of parkland. This includes 40 acres of mini and neighborhood parks, 39 acres of community parks and centers, and 46 acres of special use and regional park facilities.

c. Light and Glare

Montebello is primarily built out. Therefore, a substantial amount of nighttime ambient light from urban uses already exists. Typical contributors to nighttime ambient light levels include both stationary and mobile sources. Stationary sources include exterior structure illumination, light spillover from interior lighting, lighting for outdoor uses such as sports fields and courts, parking lot lighting, streetlights, and illuminated signage such as neon signs. In an urban setting such as Montebello, the principal mobile contributor to nighttime light is vehicle headlights. While exterior lighting is important for safety and wayfinding in an urban setting, excessively high, ambient nighttime light levels can have various negative effects, including reduction of night sky visibility, and annoyance or interference with sleep when the light intrudes into interior spaces.

During the day, the primary source of glare is sunlight reflected by highly reflective surfaces such as glass and metal on buildings and cars, while nighttime light and glare comes from the same sources of nighttime ambient light discussed above.

4.1.2 Regulatory Framework

a. State

State Scenic Highways

Caltrans defines a scenic highway as any freeway, highway, road, or other public right-of-way, that traverses an area of exceptional scenic quality. Suitability for designation as a State scenic highway is based on vividness, intactness, and unity, as described in Caltrans Scenic Highway Guidelines (2008):

- Vividness is the extent to which the landscape is memorable. This is associated with the distinctiveness, diversity, and contrast of visual elements. A vivid landscape makes an immediate and lasting impression on the viewer
- Intactness is the integrity of visual order in the landscape and the extent to which the natural landscape is free from visual intrusions (e.g., buildings, structures, equipment, grading)
- Unity is the extent to which development is sensitive to and visually harmonious with the natural landscape

A state scenic highway changes from "eligible" to "officially designated" when the local jurisdiction adopts a scenic corridor protection program, applies to Caltrans for scenic highway approval, and receives notification from Caltrans that this highway has been designated as a Scenic Highway.

City of Montebello Municipal Code and Specific Plans

The City of Montebello Municipal Code is the primary implementing tool for the City's General Plan and contains standards and regulations that help shape the form and character of the Plan Area.

Title 17 of the Montebello Municipal Code, *Zoning* includes the City's zoning regulations and standards. The purpose of Title 17 is to designate, regulate, and control the location, use, height, and alterations of buildings, structures, and land for residence, commerce, trade and industry, or other purposes. Title 17 of the Municipal Code divides the Plan Area into various zones, with standards for each zone regulating these qualities. Such regulations are deemed necessary to encourage the most appropriate use of land and preserve the aesthetic qualities of Montebello. Examples include requiring development to provide adequate open spaces for light and air, limiting the density of development, and implementing landscaping standards. Chapter 17.74, *Site Plan Review*, establishes the City's development review's authority, application, and required findings.

Specific plans established zones that help govern development in various areas where zoning regulations and standards may differ from the general regulations and standards of the City's General Plan and Zoning Ordinance. The City's only currently adopted specific plan is the Montebello Hills Specific Plan, which was adopted in 2009.¹

4.1.3 Impact Analysis

a. Methodology and Significance Thresholds

The assessment of aesthetic impacts involves qualitative analysis that is inherently subjective in nature. Viewers react to views and aesthetic conditions differently. This impact analysis compares the existing visual environment of Montebello described above to the anticipated future visual environment produced by implementation of the proposed Project. It is important to highlight the proposed Project is a General Plan Update and Downtown Specific Plan that do not contain specific development proposals. This analysis therefore focuses on land use changes envisioned under the proposed Project and the aesthetic impacts on the community in terms of arrangement of built to open space, density and intensity of development, and height according to the thresholds of significance discussed below. The existing visual character and context of the Plan Area is described in Section 4.1.1, *Environmental Setting*, of this chapter.

According to CEQA Guidelines Appendix G, impacts related to aesthetics would be potentially significant if implementation of the proposed Project would do any of the following:

1. Have a substantial adverse effect on a scenic vista
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway
3. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings; or, in urbanized areas, conflict with applicable zoning and other regulations governing scenic quality
4. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area

¹ The Downtown Montebello Specific Plan is part of the Proposed project but has not yet been adopted and is therefore not part of the existing regulatory framework.

b. Project and Cumulative Impacts

Threshold 1: Would the proposed Project have a substantial adverse effect on a scenic vista?

Impact AES-1 THE PROPOSED PROJECT WOULD FACILITATE NEW DEVELOPMENT IN MONTEBELLO, AND MAY AFFECT PUBLIC VIEWS OF SCENIC VISTAS, BUT ADHERENCE TO MUNICIPAL CODE REQUIREMENTS, DEVELOPMENT REVIEW PROCEDURES, AND CITY POLICIES WOULD REDUCE POTENTIAL IMPACTS TO SCENIC VISTAS TO A LESS THAN SIGNIFICANT LEVEL.

The proposed Project would, as described in Chapter 2, *Project Description* and throughout the impact analysis chapters of this EIR, involve land use changes (including increased allowable development density in some areas) that could increase the amount of future development in some parts of Montebello compared to existing conditions and conditions expected without adoption of the proposed Project.

Views of scenic vistas would change gradually and incrementally as development carried out under the proposed Project occurs over approximately the next 20 years. Montebello is already developed and in an urban environment of the metropolitan area of Los Angeles County. In addition, future developments in the Plan Area would undergo further environmental and City design review (as required by Chapter 17.74, *Site Plan Review* of the Montebello Municipal Code) on a project-by-project basis, as applicable and as they are proposed, to identify and address any project-specific impacts to scenic vistas.

The proposed Project does not propose specific development projects that would have a substantial negative impact on public views or scenic vistas. In addition, there are no adopted scenic vistas in Montebello. All future development would be required to comply with regulations (such as Title 17 of the Montebello Municipal Code, *Zoning*) and development review procedures that concern or would have an effect on the protection of public views or scenic vistas. Impacts to scenic vistas would therefore be less than significant.

Mitigation Measures

Implementation of required compliance with existing regulations would reduce impacts to a less than significant level, no mitigation is required.

Threshold 2: Would the proposed Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Impact AES-2 THE PROPOSED PROJECT WOULD FACILITATE DEVELOPMENT AND ACTIVITIES THAT HAVE THE POTENTIAL TO IMPACT SCENIC RESOURCES, INCLUDING TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS. FUTURE DEVELOPMENT COULD RESULT IN DIRECT IMPACTS TO SCENIC RESOURCES SHOULD CONSTRUCTION RESULT IN DEMOLITION, DESTRUCTION, RELOCATION, OR ALTERATION OF A SCENIC RESOURCE. COMPLIANCE WITH CITY DEVELOPMENT REVIEW PROCEDURES WOULD REDUCE POTENTIAL IMPACTS TO SCENIC RESOURCES TO A LESS THAN SIGNIFICANT LEVEL.

Scenic resources in Montebello include scenic tree resources and historic buildings. Older mature trees provide a sense of age and permanence. Downtown Montebello Specific Plan Action 2.1a is to “Preserve the existing Downtown canopy with continued maintenance and protection against tree removal”. This action would help to preserve scenic tree resources if identified within the Downtown Montebello Specific Plan Area. As discussed in Section 4.5, *Cultural Resources*, six known

historic resources were identified in Montebello: Montebello Woman’s Club, Juan Matias Sanchez Adobe, Montebello Senior Citizens Center, Whittier Palm Dentistry, French Café, and the Rio Hondo Channel. Future development in Montebello may impact historic buildings and heritage trees through the destruction or alteration of such resources. All future development would be required to comply with City development review procedures to ensure impacts to heritage trees and historic buildings are reduced and minimized in conjunction with future development, reducing impacts to such resources to a less than significant level.

Compliance with City development review procedures including site plan review, and avoidance of impacts to historic resources, would ensure that scenic trees are conserved. Site plan review and adequate study and identification of historic structures occurs prior to development, and during this process mitigation measures are devised to avoid or lessen negative impacts to potential historic and scenic resources. Adherence to these procedures would ensure that impacts to historic and scenic resources would be less than significant.

As discussed in Section 4.1.2, *Regulatory Framework*, there are no officially designated scenic highways in Montebello. The closest designated state scenic highway, SR-2, is approximately 13.5 miles north of the Plan Area and the closest eligible state scenic highway, SR-39, is approximately 11 miles northeast of the Plan Area, but these roadways are not visible from Montebello due to the distance and intervening development between them and the Plan Area(Caltrans 2018).

A state scenic highway changes from “eligible” to “officially designated” when the local jurisdiction adopts a scenic corridor protection program, applies to Caltrans for scenic highway approval, and receives notification from Caltrans that the highway has been designated as a Scenic Highway. None of these actions have been taken for the SR-39 in Azusa, however. Implementation of the proposed Project would not affect scenic resources in a state scenic highway viewshed. Impacts would be less than significant.

All future development would be required to comply with City development review procedures that concern the preservation of scenic resources. Regulations governing historical resources are discussed in Section 4.5, *Cultural Resources*. As future projects are proposed and considered by the City they will be required to adhere to City development review procedures; therefore, the proposed Project’s potential impact on scenic resources would be less than significant.

Mitigation Measures

Impacts would be less than significant. Therefore, mitigation is not required.

Threshold 3: Would the proposed Project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) In urbanized areas, would the project conflict with applicable zoning and other regulations governing scenic quality?

Impact AES-3 **WHILE THE PROPOSED PROJECT WOULD ACCOMMODATE DEVELOPMENT THAT WOULD ALTER THE VISUAL CHARACTER OF MONTEBELLO, IT WOULD ALSO ESTABLISH GOALS, POLICIES, AND ACTIONS DESIGNED TO PROTECT AND IMPROVE THE VISUAL CHARACTER AND QUALITY OF THE COMMUNITY, INCLUDING THE PLAN'S FOCUS AREAS. THESE POLICIES AND ACTIONS WOULD BE APPLIED AND ENFORCED THROUGH THE CITY'S STANDARD DEVELOPMENT REVIEW PROCEDURES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

The land use changes envisioned under the proposed Project may affect the aesthetic character of various parts of Montebello. While all future development would be required to adhere to the design, density, and height guidelines applicable to the land use designation of the property on which it is proposed, implementation of the proposed Project would also establish goals, policies, and actions that would help define and guide the desired visual character and quality of specific districts, activity centers, and corridors in the community, described in Section 2, *Project Description*, of this EIR, including the applicable policies listed in Table 2-2. The vision established by the proposed Project places a greater emphasis on green infrastructure including core areas such as open space and Green Corridors. These corridors are highly visible and can help to define the character of the Plan Area. Specifically, General Plan Update Action 3.1b is to “Encourage parkland dedication and conservation easements for trails that support the City’s Parks Master Plan and the Green Infrastructure Plan,” and this action also states that “Montebello’s Green Infrastructure includes existing and proposed trails, paths, parks and open spaces, green streets and green buildings.” Actions and policies such as these encourage the beautification of and creation of green space within the Plan Area, which provide more opportunities for publicly available scenic spaces.

The proposed Project defines (both physically and visually) the desired visual character and quality of the Plan Area and sets policies and actions in place to ensure that the Plan Area retains the unique aesthetic qualities valued by its residents. The proposed Project does not call for substantial changes to established residential neighborhoods, and includes specific policies aimed at revitalizing and retrofitting established neighborhoods as stated in Policies P3.3 (Revitalize established neighborhoods and corridors), P3.5 (Retrofit suburban development), and P3.6 (Preserve and enhance the industrial district while retaining and expanding existing businesses).

The proposed Project would foster development of the community with improved streetscapes, gateways, and parks while improving opportunities for walking and biking to a variety of destinations. Public projects would also enhance the Plan Area, including the Rio Hondo Channel Enhancement and Edison Easement, as stated in Actions A1.1a (Improve access to trails along the Rio Hondo Channel) and A1.1b (Develop a trail along the Edison easement).

Development and redevelopment that may occur under the proposed Project would be governed by applicable policies and actions of the proposed Project (including those mentioned above), which would be applied and enforced through the City’s standard development review procedures. The proposed General Plan Update policies and actions together with the development review procedures work together to protect Montebello’s aesthetic resources and enhance the community’s scenic quality, and are a vehicle to retain the community’s character while improving certain parts of the Plan Area. Impacts to the visual character and quality of the Plan Area would

therefore be less than significant with implementation of applicable policies and actions and development review procedures.

The policies and actions from the *Our Natural Community and Our Well Planned Community* chapters of the General Plan Update discussed above would benefit the community's visual character and quality. With implementation of these policies and actions and required implementation of development review procedures, the proposed Project's potential impacts to visual character and quality would be less than significant and would rather be a beneficial impact to the community.

Mitigation Measures

Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.

Threshold 4: Would the proposed Project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Impact AES-4 NEW DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT WOULD ADD NEW SOURCES OF LIGHT AND GLARE TO MONTEBELLO, BUT DEVELOPMENT WOULD PRIMARILY CONSIST OF REVITALIZATION AND ENHANCEMENTS OF EXISTING SITES. THE PROPOSED PROJECT WOULD NOT SIGNIFICANTLY INCREASE LIGHT AND GLARE BEYOND EXISTING LEVELS AND IMPACTS WOULD THEREFORE BE LESS THAN SIGNIFICANT.

The proposed Project proposes development changes in identified nodes and corridors of Montebello, including enhanced multimodal transportation improvements and streetscape enhancements. Development in these nodes and corridors and in other parts of Montebello has the potential to create new sources of light from exterior building illumination, outdoor lighting associated with pedestrian and bicycle facilities, and glare from reflective building surfaces and vehicle surfaces or the headlights of vehicular traffic. These new sources of light or glare could affect adjacent light-sensitive land uses.

Montebello is already developed and a substantial amount of ambient light from urban uses already exists. Implementation of the proposed Project would primarily result in revitalization and enhancements that would include intensification and reuse of already-developed sites. Additionally, the proposed Downtown Montebello Specific Plan includes development standard 4.8E.3, *Site Lighting*, which would require site lighting to be permanently shielded to reduce light pollution within the Downtown Montebello Specific Plan area. Thus, the proposed Project would not in itself significantly increase light and glare beyond levels already allowed under the current General Plan. Development envisioned in the proposed project would be subject to design review. During design review building materials would be reviewed to ensure consistency with the overview vision for the City. Accordingly, highly reflective materials capable of generating substantial amounts of glare would be avoided in development. Some reflective material could be unavoidable, such as glass used in windows of new buildings. However, glare from building windows would be consistent with existing conditions, as there are many glass surfaces already in Plan Area. Therefore, impacts related to increased light and glare under implementation of the proposed Project would be less than significant.

Mitigation Measures

Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.

Cumulative Impacts

Future development carried out under the proposed Project could result in impacts to aesthetic resources. Such impacts would be site-specific and would require evaluation on a case-by-case basis at the project level in accordance with each proposed project. Each discretionary project would require separate discretionary approval and evaluation under CEQA, which would address potential impacts to visual resources and identify necessary mitigation measures, where appropriate. Even ministerial (non-discretionary) projects would be subject to the City's ministerial development review procedures. These projects taken together as a whole would increase the impression of urbanization and development in Montebello but, as discussed throughout this chapter of the EIR and in Chapter 2, *Project Description* of this EIR, this development would be in response to market demand and would be strategically focused in areas that have been determined by the community through the General Plan development process (including public involvement) to preserve existing neighborhoods and improve the focus areas. Consequently, future development carried out under the proposed Project would not result in significant cumulative environmental impacts in conflict with aesthetics requirements for preserving visual character, public views, scenic vistas and resources, or requirements for minimizing and controlling potential light and glare. Therefore, the proposed Project would not cause a cumulatively considerable impact on aesthetics, and no mitigation is required.

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4.2 Agriculture and Forestry Resources

This section discusses existing farmland and forestland within the Plan Area, relevant regulations and policies, and assesses potential impacts related to the loss of farmland and forestry resources due to implementation of the proposed Project. The California Department of Conservation (DOC), the City of Montebello's General Plan and Municipal Code, and other resources were used to assess potential environmental impacts. Definitions pertinent to this Section of the EIR include the following:

- **Prime Farmland:** Farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- **Farmland of Statewide Importance:** Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store moisture content. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date. The Farmland Mapping and Monitoring Program (FMMP) sets forth specific criteria, all of which must be present, for soils to qualify as Prime Farmland or Farmland of Statewide Importance. These criteria specify the qualifying moisture regimes, temperature range, acid-alkali balance (pH), depth to the water table, soil sodium content, frequency of flooding, erodibility, permeability, rock fragment content, and rooting depth. "Nursery Crops" and "Nursery Bedding Plants" are considered agricultural products, per the California Department of Food and Agriculture (CDFA).
- **Unique Farmland:** Farmland of lesser-quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date. Unique Farmland is land that does not meet all of the criteria for either Prime Farmland or Farmland of Statewide Importance.
- **Grazing Land:** Land on which the existing vegetation is suited to the grazing of livestock.
- **Urban and Built Up land:** Areas that are occupied by a building density of one unit to 1.5 acres or approximately six structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures.
- **Other Land:** Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than forty acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land (DOC 2004).
- **Williamson Act Contract:** Williamson Act Contracts are formed between a county or city and a landowner for the purpose of restricting specific parcels of land to agricultural or related open space use. Private land within locally designated agricultural preserve areas are eligible for enrollment under a contract. The minimum term for contracts is ten years and agricultural preserves must generally be at least 100 acres in size (DOC 2023a).

- **Forest Land:** Land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits (Public Resources Code [PRC] Section 12220[g]).
- **Timberland:** Land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees (PRC Section 4526).
- **Timberland Production zone:** An area which has been zoned pursuant to California Government Code Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses (Government Code Section 51104[g]).

4.2.1 Environmental Setting

As shown in Figure 4.2-1, which is based on the Department of Conservation’s FMMP (DOC 2022), most of Montebello is classified as Urban and Built-Up land. Approximately 50 acres of Montebello is categorized as “Unique Farmland”. One area of Unique Farmland in the City is located on 16.5 acres between Via Altamira, West Via Acosta, North Hay Street, and North Wilcox Avenue on Accessor Parcel Numbers (APNs) 5268-005-801, 5268-005-802, and 5268-008-800. As shown in Figure 4.11-1 and Figure 4.11-2 in Section 4.11, *Land Use and Planning* of this EIR, this area is zoned as One-Family Residential (R-1) and has a General Plan Land Use Designation of Parks and Open Space (City of Montebello 2016; Southern California Association of Governments [SCAG] 2022). The other area of Unique Farmland in the City is located on 33.5 acres south of Resurrection Catholic Cemetery and north of Market Place Drive on APNs 5275-003-811 and 5275-003-813. This area is zoned as Residential Agricultural (R-A) and has a General Plan Land Use Designation of Parks and Open Space (City of Montebello 2016, SCAG 2022). The Plan Area does not contain any other parcels of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. In addition, the Plan Area does not contain land zoned for agricultural use or under Williamson Act contract (DOC 2023b; City of Montebello 2016). Similarly, the Plan Area does not contain forest land, timberland, or land zoned for timberland production. The nearest forestland is the Angeles National Forest, approximately ten miles north of the Plan Area.

4.2.2 Regulatory Framework

Various policies and regulations are enforced at the federal, state, and local level to protect agriculture, forestry, and timberland resources, as outlined below.

a. Federal

Farmland Protection Policy Act

The Farmland Protection and Policy Act was designed to minimize the impact federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. The Farmland Protection and Policy Act assures that, to the extent possible, federal programs are administered to be compatible with state, local, and private programs and policies to protect farmland. Federal agencies are required to develop and review their policies and procedures to implement the Farmland Protection and Policy Act every two years. This act does not authorize the federal government to regulate the use of private or non-federal land or, in any way, affect the property rights of owners.

For the purposes of the Farmland Protection and Policy Act, “farmland” includes Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance. Farmland subject to Farmland Protection and Policy Act requirements does not have to be currently used for cropland. It can be forest land, pastureland, cropland, or other land, but not water or urban/built-up land (Natural Resources Conservation Service [NRCS] 2023). Projects are subject to Farmland Protection and Policy Act requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency.

b. State

Farmland Mapping and Monitoring Program

The FMMP was established in 1982 to assess the location, quality, and quantity of agricultural lands and analyze the conversion of such lands throughout California. The DOC relies on the United States Department of Agriculture Natural Resources Conservation Service soil classifications and definitions, slightly modified for California, to categorize farmland. PRC Section 21060.1 uses the FMMP to define agricultural land for the purposes of assessing environmental impacts under CEQA (refer to the definitions provided in the introduction to this section). The DOC maps agricultural lands in California through the FMMP, also referred to as the California Important Farmland dataset, which tracks the location, extent, and changes over time (conversion) of agricultural lands in the State (DOC 2023c).

California Land Conservation Act of 1965

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, is applicable to specific parcels within the State of California. The Williamson Act enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space uses in return for reduced property tax assessments. The Williamson Act program is administered by the DOC, in conjunction with local governments that administer the individual contract arrangements with landowners. Participation in the Williamson Act program is dependent on county adoption and implementation of the program and is voluntary for landowners (DOC 2021c). The most recent Williamson Act Status Report (2020-2021) shows that Los Angeles County is not a participating Williamson Act County (DOC 2022b).

c. Local

Montebello Municipal Code

The City of Montebello Municipal Code (MMC) contains the Residential Agricultural (R-A) zone which has the purpose to provide for single-family residential development and the proper use of those lands best suited for agricultural purposes. The R-A zone may also be used as a transitional classification for open or agricultural land pending classification for a more permanent use (MMC Chapter 17.12).

4.2.3 Impact Analysis

a. Methodology and Significance Thresholds

According to CEQA Guidelines Appendix G, impacts related to agriculture and forestry resources would be potentially significant if implementation of the proposed Project would do any of the following:

1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use
2. Conflict with existing zoning for agricultural use or a Williamson Act contract
3. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220[g]); timberland (as defined by Public Resources Code Section 4526); timberland zoned "Timberland Production Zone" (as defined by Government Code Section 51104[g])
4. Result in the loss of forest land or conversion of forest land to non-forest use
5. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use

b. Project and Cumulative Impacts

| | |
|---------------------|--|
| Threshold 1: | Would the proposed Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? |
| Threshold 2: | Would the proposed Project conflict with existing zoning for agricultural use or a Williamson Act contract? |
| Threshold 5: | Would the proposed Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use? |

Impact AG-1 THE PLAN AREA CONTAINS SEVERAL PARCELS DESIGNATED AS FARMLAND. THE SURROUNDING AREA IS ALMOST ENTIRELY DEVELOPED WITH URBAN USES AND DOES NOT CONTAIN FARMLAND, LAND ZONED FOR AGRICULTURAL USE, OR LAND UNDER WILLIAMSON ACT CONTRACT. IMPLEMENTATION OF THE PROPOSED PROJECT WOULD NOT RESULT IN THE CONVERSION OF FARMLAND, A CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE OR A WILLIAMSON ACT CONTRACT, OR THE CONVERSION OF FARMLAND TO NON-AGRICULTURAL USE, AND THERE WOULD BE NO IMPACT.

The Plan Area is almost entirely urbanized, with land uses consisting of residential, commercial, institutional, and industrial development, as well as local parks and areas dedicated to flood control. As described in Section 4.2.1, Environmental Setting, and shown on Figure 4.2-1, APNs 5268-005-801, 5268-005-802, 5268-008-800, 5275-003-811, and 5275-003-813 are the only parcels zoned as Farmland in the Plan Area. Specifically, the parcels are zoned Unique Farmland. Other than those five parcels, the Plan Area does not contain Farmland mapped by the FMMP, land zoned for agricultural use, or land under Williamson Act contract. Under the proposed Project, the General Plan land use designation and zoning would remain unchanged for these parcels, thereby preserving

the Farmland parcels and preventing their conversion to non-agricultural use. The proposed Project would lead to increased development intensity around the Farmland parcels, but these parcels are currently surrounded by urban development, thus, accessibility and use would not be impacted by implementation of the proposed Project and the proposed Project would not directly convert farmland within the Plan Area. The Plan Area does not contain parcels contracted under the Williamson act. Thus, the proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. Due to the limited areas within the Plan Area identified as farmland, and the urban nature of surrounding development, implementation of the proposed Project would not result in the conversion of Farmland to non-agricultural use. There would be no impact to agricultural resources as a result of the proposed Project.

Mitigation Measures

There would be no impact with implementation of the proposed Project, therefore no mitigation is required.

- Threshold 3:** Would the proposed Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220[g]); timberland (as defined by Public Resources Code Section 4526); or timberland zoned “Timberland Production” (as defined by Government Code Section 51104[g])?
- Threshold 4:** Would the proposed Project result in the loss of forest land or conversion of forest land to non-forest use?
- Threshold 5:** Would the proposed Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?

Impact AG-2 THE PLAN AREA DOES NOT CONTAIN FOREST LAND, TIMBERLAND, OR TIMBERLAND ZONED TIMBER PRODUCTION. IMPLEMENTATION OF THE PROPOSED PROJECT WOULD NOT RESULT IN THE LOSS OR CONVERSION OF FOREST LAND OR CONFLICTS WITH EXISTING ZONING FOR FOREST LAND, TIMBERLAND, OR TIMBERLAND PRODUCTION. THERE WOULD BE NO IMPACT.

The Plan Area is almost entirely urbanized and as described in Section 4.2.1, *Environmental Setting*, the Plan Area does not contain forest land, timberland, or areas zoned for Timberland Production. The nearest land that could be defined as forest land is located in the City of Whittier approximately 6.5 miles southeast of the Plan Area. The northeastern portion of the City of Whittier, specifically the Puente Hills Preserve, includes lands that could be considered forest land as defined in Public Resources Code Section 12220(g) (City of Whittier 2021). The nearest national forest is the Angeles National Forest located approximately ten miles north of the City. This land is protected and managed by the United States Forest Service. The Plan Area does not contain any parcels that are zoned as forest land, timberland or timberland zoned for Timberland Production. Therefore, implementation of the proposed Project would not conflict with existing zoning of forest land, timberland, or timberland zoned Timberland Production. Because the Plan Area is urbanized it would not result in the loss of forest land or the conversion of forest land to non-forest use. Implementation of the proposed Project would also not result in any other impacts to forest land to non-forest uses. Thus, implementation of the proposed Project would have no impact to forest land.

Mitigation Measures

There would be no impact with implementation of the proposed Project, therefore no mitigation is required.

Cumulative Impacts

As described above, the Plan Area contains very small areas (totaling 50.0 acres) of land zoned Unique Farmland and does not contain forest land. Implementation of the proposed Project would result in less than significant impacts to these resources. Additionally, the areas surrounding the Plan Area are largely urbanized. Due to the distance of the Plan Area from areas zoned for agricultural, forestland or forestland for Timberland Production, implementation of the proposed Project would not induce the conversion of these resources to non-agricultural or forestland uses. There may be other projects within the region that have the potential to result in the conversion of nearby Farmland or forest land to urban uses, but these individual projects would be assessed independently (and cumulatively) for potential impacts to agriculture and forestry resources and would be required to implement mitigation in accordance with any applicable state and local policies. Because the proposed Project would not directly or indirectly contribute to farmland or forestland conversion, it would not contribute to cumulative impacts to these resources and the proposed Project would not result in a cumulatively considerable impact to agriculture or forestry resources.

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4.3 Air Quality

This section describes existing air quality conditions in the Plan Area and the proposed Project's potential impacts on air quality. Information for this section is based in part on data from the South Coast Air Quality Management District (SCAQMD) and the California Air Resources Board (CARB).

4.3.1 Environmental Setting

Climate

The Plan Area is in the South Coast Air Basin (SCAB), which is under the jurisdiction of the SCAQMD. The SCAB is bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Geronio Pass area in Riverside County.¹ The regional climate in the SCAB is semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality in the SCAB is primarily influenced by meteorology and a wide range of emission sources, such as dense population centers, substantial vehicular traffic, and industry.

The majority of annual rainfall in the SCAB occurs between November and April. Summer rainfall is minimal and is generally limited to scattered thundershowers in coastal regions and slightly heavier showers in the eastern portion of the SCAB and along the coastal side of the mountains. The City of Montebello average maximum and minimum temperature is 79 and 56 degrees Fahrenheit, respectively. The average annual rainfall is 14.44 inches (U.S. Climate Data 2023).

SCAB experiences a persistent temperature inversion (increasing temperature with increasing altitude) as a result of the Pacific High-pressure system. This inversion limits the vertical dispersion of air contaminants, holding them relatively near the ground. As the sun warms the ground and the lower air layer, the temperature of the lower air layer approaches the temperature of the base of the inversion layer (i.e., the upper layer) until the inversion layer finally breaks, allowing vertical mixing with the lower layer. This phenomenon is observed in the mid- to late-afternoon on hot summer days. Winter inversions frequently break by mid-morning.

The combination of stagnant wind conditions and low inversions produces the greatest pollutant concentrations. On days of no inversion or high wind speeds, ambient air pollutant concentrations are lowest. During periods of low inversions and low wind speeds, air pollutants generated in urbanized areas are transported predominantly onshore into Riverside and San Bernardino counties. In the winter, the greatest pollution problem is the accumulation of CO and NO_x due to low inversions and air stagnation during the night and early morning hours. In the summer, the longer daylight hours and brighter sunshine combine to cause a reaction between hydrocarbons and NO_x to form photochemical smog.

Air pollutant emissions in the SCAB are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat. Area sources are

¹ A map of SCAQMD jurisdiction is available at: <http://www.aqmd.gov/docs/default-source/default-document-library/map-of-jurisdiction.pdf>

widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

Air Pollutants

Air pollutant emissions in the SCAB are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat. Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

The definitions of the six primary criteria pollutants, including ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter equal to or less than 10 and 2.5 microns in diameter (PM_{10} and $PM_{2.5}$, respectively), and lead (Pb) are provided below. O_3 is considered a secondary criteria pollutant because it is created by atmospheric chemical and photochemical reactions between reactive organic gases (ROG) and nitrogen oxides (NO_x).

- **Ozone.** O_3 is a highly oxidative unstable gas produced by a photochemical reaction (triggered by sunlight) between NO_x and VOC. VOC is composed of non-methane hydrocarbons (with specific exclusions), and NO_x is composed of different chemical combinations of nitrogen and oxygen, mainly nitric oxide and NO_2 . NO_x is formed during the combustion of fuels, while VOC is formed during the combustion and evaporation of organic solvents. As a highly reactive molecule, O_3 readily combines with many different atmosphere components. Consequently, high O_3 levels tend to exist only while high VOC and NO_x levels are present to sustain the O_3 formation process. Once the precursors have been depleted, O_3 levels rapidly decline. Because these reactions occur on a regional rather than local scale, O_3 is considered a regional pollutant. In addition, because O_3 requires sunlight to form, it mainly occurs in concentrations considered serious between April and October. People most at risk from O_3 include people with asthma, children, older adults, and people who are active outdoors, especially outdoor workers. In addition, people with reduced intake of certain nutrients, such as vitamins C and E, are at greater risk from O_3 exposure. Depending on the level of exposure, O_3 can cause coughing and a sore or scratch throat; make it more difficult to breathe deeply and vigorously and cause pain when taking a deep breath; inflame and damage the airways; make the lungs more susceptible to infection; aggravate lung diseases such as asthma, emphysema, and chronic bronchitis; and increase the frequency of asthma attacks (USEPA 2023a).
- **Carbon Monoxide.** CO is a localized pollutant found in high concentrations only near its source. The primary source of CO, a colorless, odorless, poisonous gas, is automobile traffic's incomplete combustion of petroleum fuels. Therefore, elevated concentrations are usually only

found near areas of high traffic volumes. When CO levels are elevated outdoors, they can be of particular concern for people with some types of heart disease. These people already have a reduced ability to get oxygenated blood to their hearts in situations where they need more oxygen than usual. As a result, they are especially vulnerable to the effects of CO when exercising or under increased stress. In these situations, short-term exposure to elevated CO may result in reduced oxygen to the heart accompanied by chest pain, also known as angina (USEPA 2023b).

- **Nitrogen Dioxide.** NO₂ is a by-product of fuel combustion. The primary sources are motor vehicles and industrial boilers, and furnaces. The principal form of NO_x produced by combustion is nitric oxide (NO), but NO reacts rapidly to form NO₂, creating the mixture of NO and NO₂, commonly called NO_x. NO₂ is a reactive, oxidizing gas and an acute irritant capable of damaging cell linings in the respiratory tract. Breathing air with a high concentration of NO₂ can irritate airways in the human respiratory system. Such exposures over short periods can aggravate respiratory diseases leading to respiratory symptoms (such as coughing, wheezing, or difficulty breathing), hospital admissions, and visits to emergency rooms. Longer exposures to elevated concentrations of NO₂ may contribute to the development of asthma and potentially increase susceptibility to respiratory infections. People with asthma and children and the elderly are generally at greater risk for the health effects of NO₂ (USEPA 2023c). NO₂ absorbs blue light and causes a reddish-brown cast to the atmosphere and reduced visibility. It can also contribute to the formation of O₃/smog and acid rain.
- **Suspended Particulates.** Suspended atmospheric PM₁₀ and PM_{2.5} are comprised of finely divided solids and liquids such as dust, soot, aerosols, fumes, and mist. Both PM₁₀ and PM_{2.5} are emitted into the atmosphere as by-products of fuel combustion and wind erosion of soil and unpaved roads. The atmosphere, through chemical reactions, can form particulate matter. The characteristics, sources, and potential health effects of PM₁₀ and PM_{2.5} can be very different. PM₁₀ is generally associated with dust mobilized by wind and vehicles. In contrast, PM_{2.5} is generally associated with combustion processes and formation in the atmosphere as a secondary pollutant through chemical reactions. PM₁₀ can cause increased respiratory disease, lung damage, cancer, premature death, reduced visibility, surface soiling. For PM_{2.5}, short-term exposures (up to 24-hours duration) have been associated with premature mortality, increased hospital admissions for heart or lung causes, acute and chronic bronchitis, asthma attacks, emergency room visits, respiratory symptoms, and restricted activity days. These adverse health effects have been reported primarily in infants, children, and older adults with preexisting heart or lung diseases (CARB 2023a).
- **Sulfur Dioxide (SO₂).** SO₂ is included in a group of highly reactive gases known as “oxides of sulfur.” The largest sources of SO₂ emissions are from fossil fuel combustion at power plants (73 percent) and other industrial facilities (20 percent). Smaller sources of SO₂ emissions include industrial processes such as extracting metal from ore and burning fuels with a high sulfur content by locomotives, large ships, and off-road equipment. Short-term exposures to SO₂ can harm the human respiratory system and make breathing difficult. People with asthma, particularly children, are sensitive to these effects of SO₂ (USEPA 2023d).
- **Lead (Pb).** Pb is a metal found naturally in the environment, as well as in manufacturing products. The major sources of Pb emissions historically have been mobile and industrial. However, due to the United States Environmental Protection Agency’s (USEPA) regulatory efforts to remove Pb from gasoline, atmospheric Pb concentrations have declined substantially over the past several decades. The most dramatic reductions in Pb emissions occurred before 1990 due to the removal of Pb from gasoline sold for most highway vehicles. Pb emissions were

further reduced substantially between 1990 and 2008, with reductions occurring in the metals industries at least partly due to national emissions standards for hazardous air pollutants (USEPA 2014). As a result of phasing out leaded gasoline, metal processing is currently the primary source of Pb emissions. The highest Pb level in the air is generally found near Pb smelters. Other stationary sources include waste incinerators, utilities, and Pb-acid battery manufacturers. Pb can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems, and cardiovascular system depending on exposure. Pb exposure also affects the oxygen-carrying capacity of the blood. The Pb effects most likely encountered in current populations are neurological in children. Infants and young children are susceptible to Pb exposures, contributing to behavioral problems, learning deficits, and lowered IQ (USEPA 2023e).

- **TAC.** In addition to the criteria pollutants discussed above, Toxic Air Contaminants (TAC) are airborne substances diverse group of air pollutants that may cause or contribute to an increase in deaths or serious illness, or that may pose a present or potential hazard to human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. One of the main sources of TACs in California is diesel engine exhaust that contains solid material known as diesel particulate matter (DPM). More than 90 percent of DPM is less than one micron in diameter (about 1/70th the diameter of a human hair) and thus is a subset of PM_{2.5}. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs (CARB 2023a). TACs are different than criteria pollutants because ambient air quality standards have not been established for TACs. TACs occurring at extremely low levels may still cause health effects and it is typically difficult to identify levels of exposure that do not produce adverse health effects. TAC impacts are described by carcinogenic risk and by chronic (i.e., long duration) and acute (i.e., severe but of short duration) adverse effects on human health. People exposed to TACs at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious health effects. These health effects can include damage to the immune system, as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and other health problems (USEPA 2023f).

Current Ambient Air Quality

SCAQMD operates a network of air quality monitoring stations throughout Los Angeles County. The monitoring stations aim to measure ambient concentrations of pollutants and determine whether ambient air quality meets the California and federal standards. The closest air quality monitoring station to the Plan Area is the Pico Rivera-4144 San Gabriel, located at 4114 San Gabriel River Parkway, approximately 2.6 miles west of the Plan Area. The nearest monitoring station for PM₁₀ measurements is the Los Angeles-North Main Street, located approximately 7.3 miles northeast of the Plan Area at 1630 N Main Street, Los Angeles. Table 4.3-1 indicates the number of days each federal and State standard were exceeded. As shown, hourly and 8-hour O₃ measurements exceeded the federal and State standards in 2020, 2021, and 2022. The PM₁₀ measurements exceeded the federal standards in 2020 and the State standards in 2020 and 2021. In addition, PM_{2.5} measurements exceeded the federal PM_{2.5} standard in 2020, 2021, and 2022 and the federal PM₁₀ standards in 2020. SO₂ is in attainment in the Los Angeles region, and monitoring data within Los Angeles County did not exceed measurement standards. No other State or federal standards were exceeded at nearby monitoring stations.

Table 4.3-1 Representative Annual Ambient Air Quality Data

| Pollutant | 2020 | 2021 | 2022 |
|---|-------|-------|-------|
| Ozone (ppm), Highest 1-Hour¹ | 0.169 | 0.104 | 0.123 |
| Number of days above CAAQS (>0.09 ppm) | 20 | 2 | 3 |
| Ozone (ppm), Highest 8-Hour Average¹ | 0.114 | 0.074 | 0.091 |
| Number of days above NAAQS and CAAQS (>0.070 ppm) | 23 | 3 | 2 |
| Carbon Monoxide (ppm), Highest 8-Hour Average¹ | 3.1 | 1.8 | 1.6 |
| Number of days above CAAQS or NAAQS (>9.0 ppm) | 0 | 0 | 0 |
| Nitrogen Dioxide (ppm), Highest 1 Hour¹ | 0.069 | 0.072 | 0.065 |
| Number of days above CAAQS (>0.180 ppm) | 0 | 0 | 0 |
| Number of days above NAAQS (>0.100 ppm) | 0 | 0 | 0 |
| PM₁₀- Particulate Matter <10 microns (µg/m³), Highest 24-Hour Average² | 185.2 | 138.5 | 43.7 |
| Number of days above CAAQS (>50 µg/m ³) | 34 | 14 | 0 |
| Number of days above NAAQS (>150 µg/m ³) | 1 | 0 | 0 |
| PM_{2.5}- Particulate Matter <2.5 microns (µg/m³), Highest 24 Hour Average¹ | 82.9 | 66.0 | 53.8 |
| Number of days above NAAQS (>35 µg/m ³) | 1 | 12 | 13 |
| Lead (Pb), Max 3 Month Rolling Average Concentrations³ | 0.011 | 0.010 | * |
| Number of days above NAAQS (>0.15 mg/m ³) | 0 | 0 | 0 |

ppm = parts per million; µg/m³ = micrograms per cubic meter; CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard

Note: The ambient air quality data presented in this table is intended to be representative of existing conditions and is not a comprehensive summary of all monitoring efforts for all the CAAQS and NAAQS. Additional ambient air quality data can be accessed at <https://www.epa.gov/outdoor-air-quality-data/monitor-values-report>.

*No data available.

¹ Data from the Pico Rivera-4144 San Gabriel monitoring site.

² Data from the Los Angeles-North Main Street monitoring site.

³Data from SCAQMD's historical data by year

Source: CARB 2023b, and SCAQMD 2023a

Sensitive Receptors

CARB and the Office of Environmental Health Hazard Assessment have identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, infants (including in utero in the third trimester of pregnancy), and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. According to CARB, sensitive receptors include residences, long-term health care facilities, rehabilitation centers, convalescent centers, hospitals, retirement homes, schools, playgrounds, and childcare centers (CARB 2005). The Plan Area currently contains a mix of industrial, commercial, residential, and institutional uses. Residences and other sensitive receptors are located throughout the Plan Area (see Section 4.11, *Land Use and Planning* for a discussion of Plan Area land uses). Plan Area schools are discussed in Section 4.15, *Public Services*.

4.3.2 Regulatory Framework

Federal and California Clean Air Acts

The federal and state governments have established ambient air quality standards for the protection of public health. The USEPA is the federal agency designated to administer air quality regulation, while CARB is the state equivalent within the California Environmental Protection Agency (CalEPA). County-level air districts provide local management of air quality. CARB has established air quality standards and is responsible for the control of mobile emission sources, while the local air districts are responsible for enforcing standards and regulating stationary sources. CARB has established 15 air basins statewide, including the SCAB.

The USEPA has set primary national ambient air quality standards (NAAQS) for O₃, CO, NO₂, SO₂, PM₁₀, PM_{2.5}, and Pb. Primary standards are those levels of air quality deemed necessary, with an adequate margin of safety, to protect public health. In addition, California has established health-based ambient air quality standards (known as the California ambient air quality standards [CAAQS]) for these and other pollutants, some of which are more stringent than the federal standards.

Table 4.3-2 lists the current federal and state standards for regulated pollutants.

Table 4.3-2 Current Federal and State Ambient Air Quality Standards

| Pollutant | NAAQS | CAAQS |
|---|--|--|
| Ozone | 0.070 ppm (8-hr avg) | 0.09 ppm (1-hr avg) 0.070 ppm (8-hr avg) |
| Carbon Monoxide | 35.0 ppm (1-hr avg) 9.0 ppm (8-hr avg) | 20.0 ppm (1-hr avg) 9.0 ppm (8-hr avg) |
| Nitrogen Dioxide | 0.100 ppm (1-hr avg) 0.053 ppm (annual avg) | 0.18 ppm (1-hr avg) 0.030 ppm (annual avg) |
| Sulfur Dioxide | 0.075 ppm (1-hr avg) 0.5 ppm (3-hr avg) 0.14 ppm (24-hr avg) 0.030 ppm (annual avg) | 0.25 ppm (1-hr avg) 0.04 ppm (24-hr avg) |
| Lead | 0.15 µg/m ³ (rolling 3-month avg) 1.5 µg/m ³ (calendar quarter) | 1.5 µg/m ³ (30-day avg) |
| Particulate Matter (PM ₁₀) | 150 µg/m ³ (24-hr avg) | 50 µg/m ³ (24-hr avg) 20 µg/m ³ (annual avg) |
| Particulate Matter (PM _{2.5}) | 35 µg/m ³ (24-hr avg) 12 µg/m ³ (annual avg) | 12 µg/m ³ (annual avg) |
| Visibility-Reducing Particles | No federal Standards | Extinction coefficient of 0.23 per kilometer – visibility of ten miles or more (0.07 - 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape. (8-hr avg) |
| Sulfates | No federal Standards | 25 µg/m ³ (24-hr avg) |

| Pollutant | NAAQS | CAAQS |
|------------------|----------------------|----------------------|
| Hydrogen Sulfide | No federal Standards | 0.03 ppm (1-hr avg) |
| Vinyl Chloride | No federal Standards | 0.01 ppm (24-hr avg) |

NAAQS = National Ambient Air Quality Standards; CAAQS = California Ambient Air Quality Standards; ppm = parts per million; avg = average; $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter

Source: CARB 2016

SCAQMD is the designated air quality control agency in the SCAB, which is designated nonattainment for the 8-hour federal ozone standard and $\text{PM}_{2.5}$ standards. The Los Angeles County portion of the SCAB is also designated non-attainment for lead at the federal level (USEPA 2023g). The SCAB is also designated nonattainment for the state ozone, $\text{PM}_{2.5}$, and PM_{10} standards (CARB 2022). The SCAB is designated unclassifiable or in attainment for all other federal and state standards (CARB 2022, USEPA 2023g).

State Implementation Plan

The State Implementation Plan (SIP) is a collection of documents that set forth the state’s strategies for achieving the NAAQS. In California, the SIP is a compilation of new and previously submitted plans, programs (such as monitoring, modeling, and permitting), district rules, state regulations, and federal controls. CARB is the lead agency for all purposes related to the SIP under state law. Local air districts and other agencies, such as the Department of Pesticide Regulation and the Bureau of Automotive Repair, prepare SIP elements and submit them to CARB for review and approval. CARB then forwards SIP revisions to the USEPA for approval and publication in the Federal Register. The items included in the California SIP are listed in the Code of Federal Regulations (CFR) at 40 CFR 52.220.

As the regional air quality management district, the SCAQMD is responsible for preparing and implementing the portion of the SIP applicable to the portion of the SCAB within its jurisdiction. The air pollution control district for each county adopts rules, regulations, and programs to attain federal and state air quality standards and appropriates money (including permit fees) to achieve these objectives.

The California Code of Regulations (CCR) is the official compilation and publication of the regulations adopted, amended or repealed by state agencies pursuant to the Administrative Procedure Act. They are compiled into Titles and organized into Divisions containing the regulations of state agencies. The following sections of the CCR would be applicable to the proposed Project:

- **Engine Idling.** In accordance with Section 2485 of Title 13 of the CCR, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
- **Emission Standards.** In accordance with Section 93115 of Title 17 of the CCR, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

California Building Standards Code

CCR Title 24 is referred to as the California Building Standards Code. It consists of a compilation of several distinct standards and codes related to building construction including plumbing, electrical, interior acoustics, energy efficiency, and handicap accessibility for persons with physical and sensory disabilities. The current iteration is the 2022 Title 24 standards. The California Building Standards Code's energy-efficiency and green building standards are outlined below.

Part 6 – Building Energy Efficiency Standards/Energy Code

CCR Title 24, Part 6 is the Building Energy Efficiency Standards or California Energy Code. This code, originally enacted in 1978, establishes energy-efficiency standards for residential and non-residential buildings to reduce California's energy demand. New construction and major renovations must demonstrate their compliance with the current Energy Code through submittal and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission (CEC). The 2022 Title 24 standards are the applicable building energy efficiency standards for the proposed project because they became effective on January 1, 2023.

Part 11 – California Green Building Standards

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11, first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 California Building Standards Code). The 2022 CALGreen includes mandatory minimum environmental performance standards for all ground-up new construction of residential and non-residential structures. It also includes voluntary tiers with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory CALGreen standards and may adopt additional amendments for stricter requirements.

The mandatory standards applicable to construction projects carried out under the proposed Project require:

- 20 percent reduction in indoor water use relative to specified baseline levels²
- Waste Reduction:
 - Non-residential: Reuse and/or recycling of 100 percent of trees, stumps, rocks, and associated vegetation soils resulting from primary land clearing
- Inspections of energy systems to ensure optimal working efficiency
- Low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particleboards
- Electric Vehicle (EV) Charging for New Construction:³
 - One- and two-family dwellings and town houses with attached private garages: Dedicated circuitry to facilitate installation of electric vehicle (EV) charging

² Similar to the compliance reporting procedure for demonstrating Energy Code compliance in new buildings and major renovations, compliance with the CALGreen water-reduction requirements must be demonstrated through completion of water use reporting forms. Buildings must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CALGreen or a reduced per-plumbing-fixture water use rate.

³ EV Capable = a vehicle space with electrical panel space and load capacity to support a branch circuit and necessary raceways to support EV charging; EV-ready = a vehicle space which is provided with a branch circuit and any necessary raceways to accommodate EV charging stations, including a receptacle for future installation of a charger (see 2022 California Green Building Standard Code, Title 24 Part 11 for full explanation of mandatory measures, including exceptions).

- Multi-family dwellings and hotels/motels with less than 20 units/rooms: Designation of at least 10 percent of the total number of parking spaces shall be EV capable and at least 25 percent of the total number of parking spaces shall be EV-ready
- Multi-family dwellings and hotels/motels with greater than 20 units/rooms: Designation of at least 10 percent of the total number of parking spaces shall be EV capable, at least 25 percent of the total number of parking spaces shall be EV-ready, and at least 5 percent of the total number of parking spaces shall be equipped with a Level 2 charging station
- Non-residential land uses shall comply with the following EV charging requirements based on the number of passenger vehicle parking spaces:
 - 1) 0-9: no EV capable spaces or charging stations required
 - 2) 10-25: 4 EV capable spaces but no charging stations required
 - 3) 26-50: 8 EV capable spaces of which 2 must be equipped with charging stations
 - 4) 51-75: 13 EV capable spaces of which 3 must be equipped with charging stations
 - 5) 76-100: 17 EV capable spaces of which 4 must be equipped with charging stations
 - 6) 101-150: 25 EV capable spaces of which 6 must be equipped with charging stations
 - 7) 151-200: 35 EV capable spaces of which 9 must be equipped with charging stations
 - 8) More than 200: 20 percent of the total available parking spaces of which 25 percent must be equipped with charging stations
- Non-residential land uses shall comply with the following EV charging requirements for medium- and heavy-duty vehicles: warehouses, grocery stores, and retail stores with planned off-street loading spaces shall install EV supply and distribution equipment, spare raceway(s) or busway(s) and adequate capacity for transformer(s), service panel(s), or subpanel(s) at the time of construction based on the number of off-street loading spaces as indicated in Table 5.106.5.4.1 of the California Green Building Standards
- **Bicycle Parking:**
 - Non-residential short-term bicycle parking for projects anticipated to generate visitor traffic: permanently anchored bicycle racks within 200 feet of visitor entrance for 5 percent of new visitor motorized vehicle parking spaces with a minimum of one 2-bike capacity rack; and/or
 - Non-residential buildings with tenant spaces of 10 or more employees/tenant-occupants: secure bicycle parking for 5 percent of the employee/tenant-occupant vehicle parking spaces with a minimum of one bicycle parking facility.
- **Shade Trees (Non-Residential):**
 - Surface parking: minimum No. 10 container size or equal shall be installed to provide shade over 50 percent of the parking within 15 years (unless parking area covered by appropriate shade structures and/or solar)
 - Landscape areas: minimum No. 10 container size or equal shall be installed to provide shade of 20 percent of the landscape area within 15 years; and/or
 - Hardscape areas: minimum No. 10 container size or equal shall be installed to provide shade of 20 percent of the landscape area within 15 years (unless covered by applicable shade structures and/or solar or the marked area is for organized sports activities).

The voluntary Tier I and Tier II standards require:

- Deconstruct existing buildings and reuse applicable salvaged materials
- Residential – Cool Roofs: have a thermal mass over the roof membrane, including green roofs weighing a minimum of 25 pounds per square foot or roof areas covered by solar photovoltaic panels and building integrated solar thermal panels
- Residential – Reduce nonroof heat island for 50 percent of sidewalks, patios, driveways or other paved areas
- One- and two-family dwelling units and townhouses with attached garages: install a dedicated 208/250-volt branch circuit for EV charging
- Residential Bicycle Parking:
 - Multi-family/hotel/motel short-term parking: provide permanently anchored bicycle racks within 100 feet of visitor’s entrance for 5 percent of visitor motorized vehicle parking capacity (minimum one 2-bike capacity rack)
 - Multi-family buildings long-term parking: provide acceptable on-site bicycle parking for at least one bicycle per every two dwelling units; and/or
 - Hotel/motel long-term parking: provide one acceptable on-site bicycle parking space for every 25,000 square feet but not less than two spaces
- Tier I
 - Stricter energy efficiency requirements
 - Stricter water conservation requirements for specific fixtures
 - minimum 65 percent reduction in construction waste with third-party verification, Minimum 10 percent recycled content for building materials
 - Minimum 20 percent permeable paving
 - Minimum 20 percent cement reduction
 - Multi-family developments/hotels/motels: minimum 35 percent of total parking spaces shall be EV ready and for projects with 20 or more dwelling units/rooms a minimum of 10 percent of the total number of parking spaces shall be equipped with EV charging stations.
- Tier II
 - Stricter energy efficiency requirements
 - Stricter water conservation requirements for specific fixtures
 - Minimum 75 percent reduction in construction waste with third-party verification
 - Minimum 15 percent recycled content for building materials
 - Minimum 30 percent permeable paving; and/or
 - Minimum 25 percent cement reduction
 - Multi-family developments/hotels/motels: minimum 40 percent of total parking spaces shall be EV ready and for projects with 20 or more dwelling units/rooms, a minimum of 15 percent of the total number of parking spaces shall be equipped with EV charging stations

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT 2022 AIR QUALITY MANAGEMENT PLAN

To meet the NAAQS and CAAQS, the SCAQMD has adopted a series of air quality management plan (AQMPs), which serve as a regional blueprint to develop and implement an emission reduction strategy that will bring the area into attainment with the standards in a timely manner. The most

significant air quality challenge in the SCAB is to reduce NO_x emissions sufficiently to meet the 2037 O₃ standard deadline for the non-Coachella Valley portion of the SCAB, as NO_x plays a critical role in the creation of O₃. The 2022 AQMP includes strategies to ensure the SCAQMD does its part to further its ability to meet the 2015 federal O₃ standards. The SCAQMD would need to reduce emissions of NO_x by 67 percent beyond what is required by the adopted rules and regulations in 2037 to meet the 2015 federal O₃ standard (SCAQMD 2022). The 2022 AQMP builds on the measures already in place from the previous AQMPs and includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technology, best management practices, co-benefits from existing programs, incentives, and other Clean Air Act (CAA) measures to meet the 8-hour O₃ standard. Since NO_x emissions also lead to the formation of PM_{2.5}, the NO_x reductions needed to meet the O₃ standards will likewise lead to improvement of PM_{2.5} levels and attainment of annual PM_{2.5} standards (SCAQMD 2017).⁴

The SCAQMD's strategy to meet the NAAQS and CAAQS distributes the responsibility for emission reductions across federal, State, and local levels and industries. Most of these emissions are from heavy-duty trucks, ships, and other State- and federally regulated mobile source emissions that are beyond SCAQMD's control. The 2022 AQMP is composed of stationary and mobile source emission reductions from traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile source strategies, and reductions from federal sources, which include aircraft, locomotives, and ocean-going vessels. These strategies are to be implemented in partnership with CARB and USEPA. The SCAQMD will not meet the standard without significant federal action. In addition to federal action, the 2022 AQMP relies on substantial future development of advanced technologies to meet the standards, including the transition to zero and low emission technologies. Of the needed NO_x emissions reductions, 46 percent will come from federal actions, 34 percent from CARB actions, and 20 percent will come directly from SCAQMD actions (SCAQMD 2022).

The AQMP also incorporates the transportation strategy and transportation control measures from the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal) (SCAG 2020). SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial counties, and addresses regional issues relating to transportation, the economy, community development, and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with federal and State air quality requirements. Pursuant to California Health and Safety Code Section 40460, SCAG has the responsibility of preparing and approving the portions of the AQMP relating to the regional demographic projections and integrated regional land use, housing, employment, and transportation programs, measures, and strategies. SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and State air quality plans to attain the NAAQS. Connect SoCal includes transportation programs, measures, and strategies, generally designed to reduce vehicle miles traveled (VMT), that are included in the AQMP. SCAQMD combines its portion of the AQMP with the goals and policies prepared by SCAG (SCAQMD 2022). SCAG's regional growth assumptions and Transportation Control Measures, included as Appendix IV-C of the 2022 AQMP, are based on SCAG's Connect SoCal.

The 2022 AQMP forecasts the 2037 emissions inventories "with growth" based on SCAG's Connect SoCal, which projects that the region will see a 12 percent growth in population, 17 percent growth

⁴ Estimates are based on the inventory and modeling results and are relative to the baseline emission levels for each attainment year (see Final 2016 AQMP for detailed discussion).

in housing units, 11 percent growth in employment, and 5 percent growth in VMT between 2018 and 2037. Despite past regional growth, air quality has improved substantially over the years, primarily because of air quality control programs at the local, State, and federal levels (SCAQMD 2022).

Project-level significance thresholds established by local air quality management districts set the level at which a project would cause or have a cumulatively considerable contribution to an exceedance of the NAAQS and/or CAAQS. Therefore, if a project's air pollutant emissions exceed the NAAQS and/or CAAQS, the project could cause or contribute to human health impacts.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT RULES AND REGULATIONS

The SCAQMD implements rules and regulations for emissions that may be generated by various uses and activities. The rules and regulations detail pollution-reduction measures that must be implemented during construction and operation of projects. Rules and regulations relevant to the project include the following:

- **Rule 401 (Visible Emissions):** This rule prohibits the discharge of visible air pollutant emissions from various sources as determined by shade and opacity criteria based on the Ringelmann Chart.
- **Rule 402 (Nuisance):** This rule prohibits the discharge of quantities of air contaminants or other material that causes injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public or which endanger the comfort, repose, health or safety of any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property.
- **Rule 403 (Fugitive Dust Control):** This rule includes various requirements to prevent, reduce, and mitigate the amount of particulate matter entrained in the ambient air from man-made fugitive dust sources.
- **Rule 1113 (Architectural Coatings):** This rule establishes volatile organic compound (VOC) content limits for a variety of architectural coatings, including 50 grams per liter for flat and non-flat coatings.

2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. On September 3, 2020, SCAG's Regional Council formally adopted the 2020-2045 RTP/SCS (titled Connect SoCal). The 2020-2045 RTP/SCS builds upon the progress made through implementation of the 2016-2040 RTP/SCS and includes ten goals focused on promoting economic prosperity, improving mobility, protecting the environment, and supporting healthy/complete communities. The SCS implementation strategies include focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies. The SCS establishes a land use vision of center focused placemaking, concentrating growth in and near Priority Growth Areas, transferring of development rights, urban greening, creating greenbelts and community separators, and implementing regional advance mitigation (SCAG 2020).

4.3.3 Impact Analysis

Significance Thresholds

The analysis of the proposed Project's air quality impacts follows the guidance and methodologies recommended in the SCAQMD *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* (SCAQMD 2005), as well as Appendix C of the CEQA Guidelines.

SCAQMD has adopted numeric significance thresholds for individual development projects, but use of these thresholds would not be appropriate for a General Plan or Specific Plan since they apply to individual projects, and this EIR considers the cumulative effects of all individual projects in the Plan Area. Therefore, the criteria used to determine the significance of impacts are taken from the checklist in Appendix G of the CEQA Guidelines. According to CEQA Guidelines Appendix G impacts related to air quality would be potentially significant if implementation of the proposed Project would do any of the following:

1. Conflict with or obstruct implementation of the applicable air quality plan
2. Result in a cumulatively considerable net increase of any criteria pollutant for which the region is nonattainment under an applicable federal or state ambient air quality standard
3. Expose sensitive receptors to substantial pollutant concentrations
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people

SCAQMD is in the process of updating the *Air Quality Analysis Guidance Handbook* to replace the CEQA Air Quality Handbook approved by the AQMD Governing Board in 1993. While the new handbook is being prepared, SCAQMD provides supplemental information to effectively evaluate air quality emissions. This air quality analysis conforms to the recommended methodologies. The following indicators address the proposed Project's consistency with the 2022 AQMP:

- Whether the proposed Project would result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the 2022 AQMP
- Whether the proposed Project would exceed the 2022 AQMP assumptions for 2045 or yearly increments

Regional Significance Thresholds

The SCAQMD recommends quantitative regional significance thresholds for temporary construction activities and long-term project operation in the SCAB for individual projects, shown in Table 4.3-3.

Localized Significance Thresholds

In addition to the above regional thresholds, the SCAQMD has developed Localized Significance Thresholds (LSTs). LSTs were devised in response to concern regarding exposure of individuals to criteria pollutants in local communities and have been developed for NO_x, CO, PM₁₀, and PM_{2.5}. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or State ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each SRA, distance

to the sensitive receptor, and project size. LSTs have been developed for emissions generated in construction areas up to five acres in size. (SCAQMD 2008).

The SCAQMD provides LST lookup tables for project sites that measure one, two, or five acres, and for receptors at 82 to 1,640 feet from the project disturbance boundary to the sensitive receptors. The proposed Project is within SRA-5 and 11 (Southeast Los Angeles County and South San Gabriel Valley Northwest). LSTs for construction and operation would be evaluated with the more stringent allowable emissions thresholds. In this analysis, the proposed Project would utilize LSTs for SRA-5 for receptor distances at 82 feet away, as shown in Table 4.3-4.⁵

Table 4.3-3 SCAQMD Regional Project Level Significance Thresholds

| Construction Thresholds | Operational Thresholds |
|--|--|
| 75 pounds per day of VOC | 55 pounds per day of VOC |
| 100 pounds per day of NO _x | 55 pounds per day of NO _x |
| 550 pounds per day of CO | 550 pounds per day of CO |
| 150 pounds per day of SO _x | 150 pounds per day of SO _x |
| 150 pounds per day of PM ₁₀ | 150 pounds per day of PM ₁₀ |
| 55 pounds per day of PM _{2.5} | 55 pounds per day of PM _{2.5} |

NO_x = Nitrogen Oxides; VOC = Volatile Organic Compounds; PM₁₀ = Particulate Matter with a diameter no more than 10 microns; PM_{2.5} = Particulate Matter with a diameter no more than 2.5 microns; SO_x = Sulfur Oxide; CO = Carbon Monoxide
 Source: SCAQMD 2023

Table 4.3-4 SCAQMD LSTs for Construction and Operation (SRA 5)

| Pollutant | 1 acre site (lbs/day) | 2 acre site (lbs/day) | 5 acre site (lbs/day) |
|--|-----------------------|-----------------------|-----------------------|
| Gradual conversion of NO _x to NO ₂ (Construction and Operation) ¹ | 44.4 | 63.3 | 95.6 |
| CO (Construction and Operation) | 571 | 861 | 1,480 |
| PM ₁₀ (Construction) | 4 | 7 | 14 |
| PM ₁₀ (Operation) | 1 | 2 | 4 |
| PM _{2.5} (Construction) ² | 2.4 | 3.2 | 5.6 |
| PM _{2.5} (Operation) ² | 0.80 | 0.80 | 1.60 |

NO_x = Nitrogen Oxides; NO₂ = Nitrogen Dioxide; CO = Carbon Monoxide; PM₁₀ = Particulate Matter with a diameter no more than 10 microns; PM_{2.5} = Particulate Matter with a diameter no more than 2.5 microns

¹ The screening criteria for NO_x were developed based on the 1-hour NO₂ CAAQS of 0.18 ppm. Subsequently to publication of the SCAQMD’s guidance the USEPA has promulgated a 1-hour NO₂ NAAQS of 0.100 ppm. This is based on a 98th percentile value, which is more stringent than the CAAQS. Because SCAQMD’s LSTs have not been updated to address this new standard, to determine if project emissions would result in an exceedance of the 1-hour NO₂ NAAQS, an approximated LST was estimated to evaluate the federal 1-hour NO₂ standard. The revised LST threshold is calculated by scaling the NO₂ LST for by the ratio of 1-hour NO₂ standards (federal/state) (i.e., 80, 114, and 172 lbs./day * (0.10/0.18) =44.4, 63.3, 95.5 lbs./day).

² The screening criteria for PM_{2.5} were developed based on an Annual CAAQS of 15 mg/m³. Subsequently to publication of the SCAQMD’s guidance the annual standard was reduced to 12 mg/m³. Because SCAQMD’s LSTs have not been updated to address this new standard, to determine if project emissions would result in an exceedance of the annual PM_{2.5} CAAQS, an approximated LST was estimated. The revised LST threshold is calculated by scaling the PM₂₅ LST for by the ratio of Annual PM_{2.5} standards (federal/state) (i.e., 1 lb/day * (12/15) =0.8 lb/day).

Source: SCAQMD 2009

⁵ Allowable emissions for SRA-5 is more stringent than SRA-11 allowable emissions. Evaluation of individual projects in SRA-11 would utilize SRA-11 LST thresholds.

Methodology

Construction and operational emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2022.1. CalEEMod uses default and project-specific information, including the project's land uses, square footage for different uses (e.g., multi-family residence, general office building), and location, to estimate a project's construction and operational emissions.

Development that could be carried out under the proposed Project is primarily focused within the Downtown, Corridor, and Neighborhood land use designations. These include the future Metro station area, Downtown Specific Plan Area, commercial corridor intersections for higher intensity development, and transitional areas or redevelopment opportunities with "low/underperforming" Industrial/Commercial uses. Individual developments would be subject to independent development review, including environmental review under CEQA when applicable. Future development under the proposed Project would be subject to applicable Project policies (see Section 4.3.1.3, *Regulatory Framework* above) and regulatory rules and requirements.

Construction Emissions

Development carried out under the proposed Project is anticipated to be built over approximately the next 20 years. It is anticipated that several individual projects could be constructed at any given time. To provide an estimate of emissions for construction over the years, the analysis conservatively assumes that up to three projects and 1/15th of the amount of new development expected under the proposed Project would be built per year, except the hotel use, which is set to 50 rooms as that is more realistic of a small hotel than seven rooms.

Construction emissions modeled include emissions generated by construction equipment used on-site and emissions generated by vehicle trips associated with construction, such as worker and vendor trips. The analysis models one residential project of up to 1,127 units, one office development project of up to 24,597 square feet, and one hotel project of up to 50 rooms. Construction phases would include demolition, grading, building construction, paving, and architectural coating. Demolition assumes the removal of building areas the same as the development area as a conservative estimate of daily emissions. Project construction for each project was assumed to last one year.

Other details such as construction equipment, worker trips, and vendor trips were based on CalEEMod defaults. Individual construction projects carried out under the proposed Project would comply with all applicable regulatory standards, including SCAQMD Rule 403, SCAQMD Rule 402 (RCM-2 Odor Compliance), and Rule 1113 (RCM-3 Architectural Coatings). SCAQMD Rules 402 and 1113 are defaults of the CalEEMod model with Rule 402 associated with the emission factors incorporated for construction equipment and Rule 1113 incorporated as the standard unmitigated emission factors for VOCs associated with architectural coating. Rule 403 is incorporated into the modeling using CalEEMod's mitigation settings through watering exposed areas twice a day and replacing ground cover in disturbed areas as soon as possible.

Operational Emissions

Operational emissions for development carried out under the proposed Project were modeled to determine emissions estimates. Project emissions represent the expected development by 2045 as described in Table 2-6 in Chapter 2, *Project Description*. Development carried out under the proposed Project is anticipated to occur over the next 20 years. To determine conservative annual

growth, the overall amount of expected development for each land use type was divided by 15⁶. Therefore, consistent with the analysis of construction impacts, sample individual projects account for the development of 1,127 residential units, 50 hotel rooms, and 24,597 square feet of general office space. In addition, emissions from expected development by 2045, which consist of 16,893 residential units, 104 hotel rooms, and 368,955 square feet of general office space, were modeled.

In CalEEMod, operational sources of criteria pollutant emissions include area, energy, and mobile sources. Area emissions were based on CalEEMod defaults for each land use type with the exception that new residential units were assumed not to have any wood burning hearths or fireplaces based on SCAQMD requirements. Electricity use assumed CalEEMod default values and Title 24 compliance based on construction/operational year. Modeling for water, wastewater, and solid waste were based on the information in Section 4.19, *Utilities and Service Systems*. Mobile source emissions consist of emissions generated by vehicles to and from the project sites. Average daily VMT was derived from the project-specific Transportation Analysis prepared by Kittleson & Associates, Inc. (Appendix B) and used to estimate mobile source emissions.

Project and Cumulative Impacts

Threshold 1: Would the proposed Project conflict with or obstruct implementation of the applicable air quality plan?

Impact AQ-1 INDIVIDUAL DEVELOPMENT PROJECTS CARRIED OUT UNDER THE PROPOSED PROJECT WOULD GENERATE CONSTRUCTION AND OPERATIONAL-RELATED EMISSIONS. SUCH EMISSIONS MAY CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF SCAQMD'S AIR QUALITY MANAGEMENT PLAN. IMPLEMENTATION OF POLICIES IN THE PROPOSED GENERAL PLAN UPDATE, COMPLIANCE WITH EXISTING REGULATIONS, AND IMPLEMENTATION OF MITIGATION WOULD REDUCE CONSTRUCTION AND OPERATIONAL EMISSIONS, BUT NOT ALWAYS TO A LESS THAN SIGNIFICANT LEVEL. THIS IMPACT WOULD BE SIGNIFICANT AND UNAVOIDABLE.

Long-term emissions associated with future development in Montebello carried out under the proposed Project are those associated with mobile sources (vehicle trips) and stationary sources (electricity and natural gas). Emissions associated with individual projects, depending on project type and size, could exceed project-specific thresholds established by the SCAQMD. Such projects would be required to undergo independent, project-level review (including CEQA review when applicable) and include mitigation measures, if necessary, to address potentially significant impacts. Regardless, depending on the nature of the individual project, emissions may not be reduced to below regulatory levels.

As detailed Section 4.14, *Population and Housing*, development facilitated by the proposed Project is projected to result in approximately 16,893 additional housing units in the proposed Project area over the next 20 years. Based on Montebello's estimated average household size of 3.06 persons (California Department of Finance 2023), this would lead to an increase of approximately 51,693 residents (assuming no vacancies). Adding the 51,693 new residents cited above to the City's 2023 population of 61,645, future residential growth facilitated by the proposed Project is predicted to increase the City's total population to 113,338, which is above SCAG's 2045 population forecasts of 67,800 (a difference of 51,693 new residents) from the Final Connect SoCal Demographics and Growth Forecast (SCAG 2020). The addition of approximately 51,693 residents would lead to an approximately 76.2 percent increase in population over the next 20 years. Therefore, the proposed Project would induce substantial population growth in the area, either directly or indirectly.

⁶ 15 years is conservative in case development in a given year is greater than an average over 20 years.

The *Our Well Planned Community* chapter of the proposed General Plan Update includes policies to promote re-use, infill, and mixed-use development such as the following:

- **P3.2: Direct growth and redevelopment to the Downtown Area**
- **P3.4 New development will create diverse and walkable neighborhoods**

The proposed Project calls for new development from re-use of properties, conversion of uses in response to market demand, and more intense use of land in defined areas. By increasing the overall population density of the community, encouraging mixed land uses, and improving the Plan Area's jobs/housing balance, implementation of the proposed Project would reduce per capita travel distances compared to existing conditions.⁷ This would reduce per capita air pollutant emissions associated with vehicle use.

Consistency with AQMP Control Measures

Consistency with the 2022 AQMP is also a function of consistency with applicable AQMP control measures. The AQMP includes specific control measures to reduce air pollutant emissions to meet federal and State air quality standards. One of the most important methods the AQMP relies on to achieve its goals is the use of Transportation Control Measures (TCM). TCMs are defined in the 2022 AQMP as "a subset of transportation strategies, SIP-committed transportation programs, and projects that reduce vehicle use or change traffic flow or congestion conditions for the purposes of reducing emissions from transportation sources and improving air quality." TCMs are described in SCAG's Final SoCal Connect. As discussed above, implementation of the proposed Project would reduce per capita VMT over existing and future without proposed Project conditions, which would be consistent with the goals of the AQMP.

Nevertheless, because development carried out under the proposed Project is anticipated to exceed the growth forecasts upon which the AQMP is based, the proposed Project would not be consistent with the current AQMP. Mitigation Measures A-1 through A-4 would reduce impacts to air quality by requiring alternative fuel for equipment, limiting architectural coatings, restricting hearth use in new development, and requiring studies for certain discretionary actions.

Mitigation Measures

AQ-1 Tier 4 and Alternatively Fueled Equipment

Prior to issuance of grading permits, the City Engineer and the Chief Building Official shall confirm that the grading plan, building plans, and specifications stipulate that the following measures shall be implemented:

- All mobile off-road equipment (wheeled or tracked) used during construction activities shall meet the USEPA Tier 4 final standards. Tier 4 certification can be for the original equipment or equipment that is retrofitted to meet the Tier 4 Final standards.
- Alternative Fuel (natural gas, propane, electric, etc.) construction equipment shall be incorporated where available. These requirements shall be incorporated into the contract agreement with the construction contractor. A copy of the equipment's certification or model year specifications shall be available upon request for all equipment on-site.

⁷ Based on the Transportation Analysis, the proposed Project results in a VMT of 22.07 per service population with the proposed Project vs. 27.20 existing and 26.13 future without the proposed Project (Kittleston & Associates 2023)).

- Electricity shall be supplied to the site from the existing power grid to support the electric construction equipment. If connection to the grid is determined to be infeasible for portions of the project, a non-diesel fueled generator shall be used.
- The construction contractor shall water the site two times per day during demolition activities.
- The project shall comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than five minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction.

AQ-2 Architectural Coating

Prior to issuance of building permits, the City Engineer and the Chief Building Official shall confirm that building plans and specifications stipulate that all architectural coating phases shall implement low/zero VOC coating unless project specific modeling determines higher VOC content coatings result in VOC emissions below the 75 lbs./day..

AQ-3 Hearth

Prior to issuance of building permits, the City Engineer and the Chief Building Official shall confirm that the building plans stipulate that all multi-family residential developments shall not incorporate wood or natural gas fireplaces. Electric fireplaces are allowable under this mitigation measure.

AQ-4 Air Quality Technical Assessment

Individual developments carried out under the proposed Project shall do the following:

- **Discretionary Projects:** Discretionary projects shall complete the analysis described in the Non-Discretionary Projects bullet below, consistent with CEQA requirements. Impacts shall be reduced below regulatory thresholds or to the furthest extent possible.
- **Non-Discretionary Projects:** The following types of non-discretionary projects shall require an air quality technical assessment and incorporate measures such that impacts are reduced to below regulatory thresholds or to the furthest extent possible
 - Projects where sensitive receptors are less than 1,000 feet from the project boundary
 - Construction with use of substantial (more than two pieces) heavy construction equipment use
 - Projects with construction period lasting longer than 2 months of heavy equipment use

Significance After Mitigation

Implementation of Mitigation Measures AQ-1 through AQ-4 would reduce air quality impacts and therefore contribute to reductions in regional air quality pollution consistent with the goals of the AQMP. However, given the unknown specifics of each future project carried out under the proposed Project, there is the potential that even with these measures, operational impacts would remain significant and unavoidable.

Threshold 2: Would the proposed Project result in a cumulatively considerable net increase of any criteria pollutant for which the proposed Project region is nonattainment under an applicable federal or state ambient air quality standard?

Impact AQ-2 INDIVIDUAL DEVELOPMENT PROJECTS CARRIED OUT UNDER THE PROPOSED PROJECT WOULD GENERATE CONSTRUCTION AND OPERATIONAL-RELATED EMISSIONS. SUCH EMISSIONS MAY RESULT IN ADVERSE IMPACTS TO REGIONAL AIR QUALITY. IMPLEMENTATION OF POLICIES IN THE PROPOSED GENERAL PLAN UPDATE, COMPLIANCE WITH EXISTING REGULATIONS, AND IMPLEMENTATION OF MITIGATION WOULD REDUCE CONSTRUCTION AND OPERATIONAL EMISSIONS, BUT NOT ALWAYS TO A LESS THAN SIGNIFICANT LEVEL. THIS IMPACT WOULD BE SIGNIFICANT AND UNAVOIDABLE.

Construction

Construction activity carried out under the proposed Project would cause temporary emissions of various air pollutants. O₃ precursors NO_x and CO would be emitted by operation of construction equipment, while fugitive dust (PM₁₀, and PM_{2.5}) would be emitted by activities that disturb the soil, such as grading and excavation, road construction, and building construction.

Depending upon the type, size, and timeframe of development, maximum daily emissions associated with individual projects could potentially exceed SCAQMD significance thresholds. The following policies from the proposed General Plan Update:

P1.2 Support regional planning efforts to improve air quality

P1.3 Consider emission reduction goals in all major decisions on land use and investments in public infrastructure

Implementation of these policies would reduce the overall level of air quality impacts related to construction during implementation of the proposed Project. In addition, the SCAQMD has established Rules 402 and 403, which strive to eliminate emissions of airborne pollutants and require project-specific control measures designed to reduce the level of fugitive dust entrainment, respectively. Rule 403 specifically requires the use of best available control measures for all construction activities. The major construction phases or elements specifically addressed by Rule 403 to reduce fugitive dust include earth moving, disturbed surface areas, unpaved roads, open storage piles, demolition, and other various construction activities. Rule 403 compliance by individual property owners, developers, or contractors would reduce temporary construction-related air pollutant emissions. Furthermore, each project carried out under the proposed Project would be required to implement additional mitigation if project-specific analysis identifies the potential to exceed the applicable construction-related air pollutant emission thresholds.

As shown in Table 4.3-5, emissions from construction activities for individual residential, office, and hotel projects are anticipated to exceed regulatory thresholds for ROG and NO_x emissions, therefore emissions would be potentially significant without the implementation of mitigation.

Table 4.3-5 Regional Daily Unmitigated Construction Emissions by Land Use Type

| Emissions Source | Estimated Emissions (lbs./day) | | | | | |
|----------------------------|--------------------------------|-----------------|-----------|-----------------|------------------|-------------------|
| | ROG | NO _x | CO | SO _x | PM ₁₀ | PM _{2.5} |
| Residential | 485 | 113 | 77 | <1 | 98 | 19 |
| Office | 8 | 11 | 11 | <1 | 3 | 2 |
| Hotel | 13 | 22 | 19 | <1 | 7 | 2 |
| Maximum Emissions Source | 485 | 113 | 77 | <1 | 98 | 19 |
| SCAQMD Thresholds | 75 | 100 | 550 | 150 | 150 | 55 |
| Threshold Exceeded? | Yes | Yes | No | No | No | No |

See Appendix C for summaries and CalEEMod results. Note: Totals may not add up due to rounding.

Operation

Depending upon the type, size, and timeframe of development, maximum daily emissions associated with individual projects could potentially exceed SCAQMD significance thresholds. The following policies in the proposed General Plan Update encourage enhancements to building energy efficiencies and reductions in VMT:

- P1.1 Enhance air and water quality, increase public green space through the integration of green infrastructure.**
- P2.3 Maximize future Light Rail Stop with TOD Planning.**
- P2.7 Encourage urban infill and compact development.**
- P4.1 Support and promote walking, biking, and other nonvehicular modes as an alternative to driving within Montebello.**
- P4.2 Promote the use of public transit through high-quality local and regional transit service and facilities.**
- P4.3 Foster multimodal accessibility between transit services and destinations within the City.**
- P4.5 Provide a network of complete streets that are safe and accessible for all transportation modes and users, including those with impaired mobility, with a system of multimodal and context-appropriate roadways that support a shift to alternative travel modes and a reduction in VMT.**
- P4.6 Balance local and regional vehicular throughput needs, as well as their effects on other modes of travel.**
- P5.2 Create a multimodal transportation system that encourages active living and healthy lifestyles in all areas of the City across a broad spectrum of ages, interests, and abilities.**

Implementation of these policies would reduce air quality impacts related to operational activities. In addition, the SCAQMD has established Rule 1113, which reduces ROG emissions from architectural coating activities. Furthermore, each project carried out under the proposed Project would be required to implement additional mitigation if project-specific analysis identifies the potential to exceed the applicable operational-related air pollutant emission thresholds. Adherence to applicable policies of the proposed General Plan Update and SCAQMD rules would reduce operational-related impacts to the greatest extent possible. However, given the unknown specifics of each project, there is the potential that even with these measures, operational impacts would

remain significant and unavoidable and therefore would result in cumulatively considerable impacts.

As shown in Table 4.3-6, growth expected under the proposed Project would emit levels of ROG, NO_x, CO, PM₁₀ and PM_{2.5} over SCAQMD regional thresholds. Emissions from individual projects under the proposed Project would result in operational emissions based on the activities of each project. Table 4.3-7 shows regional operational emissions based on sample projects identified to provide for a conservative amount of annual growth as detailed in the methodology section above. As shown, the conservative samples for residential, commercial, and hotel development per year would not result in emissions above SCAQMD regulatory thresholds, but emissions from all anticipated and cumulative growth from the proposed Project by 2045 would exceed all thresholds for SCAQMD criteria air pollutants except SO_x.

Table 4.3-6 Regional Daily Unmitigated Operational Emissions for Proposed Project

| Emissions Source | Estimated Emissions (lbs/day) | | | | | |
|----------------------------|-------------------------------|-----------------|--------------|-----------------|------------------|-------------------|
| | ROG | NO _x | CO | SO _x | PM ₁₀ | PM _{2.5} |
| Project Emissions | | | | | | |
| Mobile | 205 | 136 | 1,741 | 5 | 547 | 140 |
| Area | 488 | 261 | 1,093 | 2 | 21 | 21 |
| Energy | 3 | 51 | 23 | <1 | 4 | 4 |
| Project Total | 697 | 448 | 2,836 | 7 | 572 | 165 |
| SCAQMD Thresholds | 55 | 55 | 550 | 150 | 150 | 55 |
| Threshold Exceeded? | Yes | Yes | Yes | No | Yes | Yes |

See Appendix C for summaries and CalEEMod results. Note: Totals may not add up due to rounding.

Table 4.3-7 Regional Daily Unmitigated Operational Emissions by Example Project

| Land Use | Estimated Emissions (lbs/day) ¹ | | | | | |
|--------------------------|--|-----------------|-----------|-----------------|------------------|-------------------|
| | ROG | NO _x | CO | SO _x | PM ₁₀ | PM _{2.5} |
| Residential | 54 | 38 | 254 | 1 | 37 | 11 |
| Commercial | 2 | 1 | 8 | <1 | 1 | <1 |
| Hotel | 4 | 2 | 15 | <1 | 2 | 1 |
| Maximum Emissions Source | 54 | 38 | 254 | 1 | 37 | 11 |
| SCAQMD Thresholds | 55 | 55 | 550 | 150 | 150 | 55 |
| Exceed Thresholds | No | No | No | No | No | No |

¹All emission sources (mobile, area, and energy) for each land use are summed for each land use type (residential, commercial, and hotel).
See Appendix C for summaries and CalEEMod results. Note: Totals may not add up due to rounding.

Mitigation Measures

Implementation of Mitigation Measures AQ-1 through AQ-3 would reduce emissions for individual projects carried out under the proposed Project.

Significance After Mitigation

As shown in Table 4.3-8, with incorporation of Mitigation Measures AQ-1 and AQ-2, emissions from construction activities could be reduced to less than significant levels for individual projects implemented under the proposed Project. As part of Mitigation Measure AQ-2, individual residential projects shall implement low/zero VOC coating unless project specific modeling shows higher VOC coating would emit emissions below 75 lbs./day. Adherence to applicable policies of the proposed General Plan Update, SCAQMD rules, and feasible mitigation would reduce potential construction-related impacts to the greatest extent possible. However, given the unknown specifics of each individual project, there is the potential that even with these measures, construction impacts would remain significant and unavoidable.

Table 4.3-8 Regional Daily Mitigated Construction Emissions by Land Use Type

| Emissions Source | Estimated Emissions (lbs/day) | | | | | |
|----------------------------|-------------------------------|-----------------|-----------|-----------------|------------------|-------------------|
| | ROG | NO _x | CO | SO _x | PM ₁₀ | PM _{2.5} |
| Residential | 53 | 92 | 92 | <1 | 97 | 18 |
| Commercial | 8 | 2 | 10 | <1 | 2 | 1 |
| Hotel | 13 | 8 | 18 | <1 | 7 | 1 |
| Maximum Emissions Source | 75 | 92 | 92 | <1 | 97 | 18 |
| SCAQMD Thresholds | 75 | 100 | 550 | 150 | 150 | 55 |
| Threshold Exceeded? | No | No | No | <1 | No | No |

See Appendix C for summaries and CalEEMod results. Note: Totals may not add up due to rounding.

Table 4.3-9 show mitigated operational emissions. With incorporation of policies of the proposed General Plan Update, regulatory requirements, and Mitigation Measure AQ-3, the proposed Project’s growth emissions would still exceed the SCAQMD regional thresholds. In addition, given the unknown specifics of each individual project, there is the potential that even with these measures, operational impacts would be significant and unavoidable.

Table 4.3-9 Regional Daily Mitigated Operational Emissions

| Emissions Source | Estimated Emissions (lbs/day) | | | | | |
|--------------------------|-------------------------------|-----------------|--------------|-----------------|------------------|-------------------|
| | ROG | NO _x | CO | SO _x | PM ₁₀ | PM _{2.5} |
| Project Emissions | | | | | | |
| Mobile | 205 | 136 | 1,741 | 5 | 547 | 140 |
| Area | 474 | 9 | 986 | <1 | <1 | <1 |
| Energy | 3 | 51 | 23 | <1 | 4 | 4 |
| Project Total | 682 | 196 | 2,750 | 5 | 552 | 145 |
| SCAQMD Thresholds | 55 | 55 | 550 | 150 | 150 | 55 |

See Appendix C for summaries and CalEEMod results. Note: Totals may not add up due to rounding.

Threshold 3: Would the proposed Project expose sensitive receptors to substantial pollutant concentrations?

Impact AQ-3 INDIVIDUAL DEVELOPMENT PROJECTS CARRIED OUT UNDER THE PROPOSED PROJECT WOULD GENERATE CONSTRUCTION- AND OPERATIONAL-RELATED EMISSIONS. SUCH EMISSIONS MAY RESULT IN ADVERSE IMPACTS TO LOCAL AIR QUALITY. IMPLEMENTATION OF POLICIES OF THE PROPOSED GENERAL PLAN UPDATE, COMPLIANCE WITH EXISTING REGULATIONS, AND IMPLEMENTATION OF MITIGATION WOULD REDUCE CONSTRUCTION AND OPERATIONAL EMISSIONS, BUT NOT ALWAYS TO A LESS THAN SIGNIFICANT LEVEL. THIS IMPACT WOULD BE SIGNIFICANT AND UNAVOIDABLE.

Construction

Localized Pollutant Impacts

Localized emissions represent emissions within the immediate area of the source. Since the proposed Project encompasses the entire Plan Area, emissions from all sources would not be local to all receptors. Therefore, emissions from sample projects that may be carried out under the proposed Project were compared to the screening table thresholds. As part of the analysis, all development is assumed to be within 82 feet of sensitive receptors and thresholds were identified based on this receptor distance and the default acreage for each estimated project. As shown in Table 4.3-10, localized PM emissions for residential projects would exceed localized thresholds and therefore would be significant if mitigation is not incorporated. Implementation of the following policies of the proposed General Plan Update, and Mitigation Measure AQ-1 would further reduce localized emissions:

P1.2: Support regional planning efforts to improve air quality.

P1.3: Consider emission reduction goals in all major decisions on land use and investments in public infrastructure.

Table 4.3-10 Localized Construction Emissions

| Land Use Type | Estimated Emissions (lbs/day) | | | |
|---------------------------|-------------------------------|-----------|------------------|-------------------|
| | NO _x | CO | PM ₁₀ | PM _{2.5} |
| 1-acre | | | | |
| Office | 11.4 | 11 | 3 | 1.4 |
| Hotel | 15.9 | 15 | 4 | 2.0 |
| SCAQMD Thresholds | 44.4 | 571 | 4 | 2.4 |
| Exceed Thresholds? | No | No | No | No |
| 5-acre | | | | |
| Residential | 36 | 33 | 79 | 13 |
| SCAQMD Thresholds | 95.6 | 1,480 | 14 | 5.6 |
| Exceed Thresholds? | No | No | Yes | Yes |

See Appendix C for CalEEMod results. Note: Totals may not add up due to rounding.

Toxic Air Contaminants

Construction-related activities from future projects carried out under the proposed Project would result in temporary project-generated emissions of DPM exhaust emissions from off-road, heavy-duty diesel equipment for grading, building construction, and other construction activities. DPM was identified as a TAC by CARB in 1998 (CARB 2023a).

The proposed Project would be consistent with the applicable AQMP requirements and control strategies intended to reduce emissions from construction equipment and activities. The proposed Project would comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than five minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation. Compliance with these regulations would minimize emissions of TACs during construction. However, given the proximity of the focus areas of new development to nearby sensitive receptors, and the estimated on-site particulate matter emissions during demolition, grading, and site preparation, impacts from TACs could be potentially significant. The proposed Project would implement Mitigation Measure AQ-1, which requires all mobile off-road equipment (wheeled or tracked) used during construction activities to meet the USEPA Tier 4 final standards. With incorporation of Mitigation Measure AQ-1, maximum daily PM₁₀ exhaust emissions, which are DPM emissions resulting from the combustion of diesel-fueled vehicles and off-road equipment during construction, would be reduced by approximately 92 to 94 percent. Exposure to TAC emissions is measured annually; therefore, the daily max emissions rate is conservative from a health perspective. In addition, projects carried out under the proposed Project would be required to follow Mitigation Measure AQ-4, which would evaluate emissions of individual developments carried out under the proposed Project, including TAC emissions, and implement project-specific mitigation where necessary. Therefore, this impact would be less than significant impact with mitigation incorporated.

Operations

Localized Pollutant Impacts

Localized emissions represent emissions within the immediate area of the source. Since the Plan Area encompasses the whole City of Montebello, emissions from all sources would not be local to all receptors. Therefore, the sample projects were compared to the screening table thresholds. As part of the analysis, all development is assumed to be within 82 feet of sensitive receptors and thresholds were identified based on this receptor distance and the default acreage for each estimated project. As shown in Table 4.3-11, localized emissions for the sample projects would be less than the localized thresholds for office and hotel projects; however, without mitigation emissions from residential sources would exceed regulatory thresholds for PM_{2.5}. Impacts would be potentially significant without mitigation.

Table 4.3-11 Localized Operational Emissions

| Land Use Type | Estimated Emissions (lbs/day) | | | |
|---------------------------|-------------------------------|-----------|------------------|-------------------|
| | NO _x | CO | PM ₁₀ | PM _{2.5} |
| 1-acre | | | | |
| Office | <1 | 1 | <1 | <1 |
| Hotel | 0.6 | 4 | <1 | <1 |
| SCAQMD Thresholds | 44.4 | 571 | 1 | 0.8 |
| Exceed Thresholds? | No | No | No | No |
| 5-acre | | | | |
| Residential | 20.7 | 72 | 2 | 1.65 |
| SCAQMD Thresholds | 95.6 | 1,480 | 4 | 1.6 |
| Exceed Thresholds? | No | No | No | Yes |

See Appendix C for CalEEMod results. Note: Totals may not add up due to rounding.

Localized Carbon Monoxide Hotspot Impact

A CO hotspot is a localized concentration of CO that is above a CO ambient air quality standard. Localized CO hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal one-hour standard of 35.0 parts per million (ppm) or the federal and state eight-hour standard of 9.0 ppm (CARB 2016).

The entire SCAB is in conformance with state and federal CO standards, and most air quality monitoring stations no longer report CO levels. In 2021, SCAQMD’s South San Gabriel Valley air station monitors CO in the proposed Project area. A detailed carbon monoxide analysis was conducted during the preparation of the SCAQMD’s 2003 AQMP. The locations selected for microscale modeling in the 2003 AQMP included high average daily traffic (ADT) intersections in the SCAB that are expected to experience the highest CO concentrations. The highest CO concentration observed was at the intersection of Wilshire Boulevard and Veteran Avenue on the west side of Los Angeles near Interstate 405. The concentration of CO at this intersection was 4.6 ppm, which is well below the State and federal standards. The Wilshire Boulevard/Veteran Avenue intersection has an ADT of approximately 100,000 vehicles per day (SCAQMD 2003). The proposed Project’s maximum ADT, with all development expected to occur under it over approximately the next 20 years, would be approximately 45,600 ADT on Washington Boulevard between Vail Avenue and Greenwood Avenue. Therefore, the proposed Project would not expose sensitive receptors to substantial CO concentrations, and localized air quality impacts related to CO hot spots would be less than significant.

Toxic Air Contaminants (TACs)

Sources of operational TAC’s typically include, but are not limited to, land uses such as freeways and high-volume roadways, truck distribution centers, ports, rail yards, refineries, chrome plating facilities, dry cleaners using perchloroethylene, and gasoline dispensing facilities. Individual projects carried out under the proposed Project are not anticipated to include any new uses of these types, although use of consumer products may result in minimal emissions of TACs. Individual projects may include operation of permitted sources, such as emergency back-up generators, but these would be regulated under SCAQMD permits requiring emissions to be at levels that would not expose sensitive receptors to substantial health risk. Additionally, all individual projects carried out under

the proposed Project requiring environmental review would be required to analyze operational TAC impacts as part of their environmental documentation. As such, operations of individual projects carried out under the proposed Project would not be a substantial source of TACs. Therefore, the impacts would be less than significant.

Mitigation Measures

Implementation of Mitigation Measures AQ-1, AQ-3, and AQ-4 would reduce construction and operational related localized emissions for individual projects carried out under the proposed Project, as shown in Table 4.3-12.

Table 4.3-12 Mitigated Localized Operational Emissions

| | Estimated Emissions (lbs/day) | | | |
|--------------------|-------------------------------|-------|------------------|-------------------|
| | NO _x | CO | PM ₁₀ | PM _{2.5} |
| Residential | 3.8 | 65 | <1 | <1 |
| SCAQMD Thresholds | 95.6 | 1,480 | 4 | 1.6 |
| Exceed Thresholds? | No | No | No | No |

See Appendix C for CalEEMod results. Note: Totals may not add up due to rounding.

Significance After Mitigation

With implementation of Mitigation Measure AQ-1 and AQ-4, which require Tier 4 or alternative fueled equipment, and emissions analysis of discretionary and non-discretionary projects, exhaust and fugitive dust emissions of PM₁₀ and PM_{2.5} would be reduced from that of a standard construction fleet and standard dust management practice. Reducing exhaust PM₁₀ and PM_{2.5} reduces DPM emissions from the operation of diesel construction equipment. Reducing DPM reduces cancer risk and non-carcinogenic risk to nearby sensitive receptors to less than significant levels. In addition, under Mitigation Measure AQ-4, individual projects would be required to conduct an air quality technical assessment and provide project-specific mitigation to reduce PM₁₀ and PM_{2.5} construction impacts to less than significant.

As shown in Table 4.3-12, with implementation of Mitigation Measure AQ-3, PM_{2.5} emissions could be reduced to below regulatory thresholds and therefore would be less than significant. However, given the unknown specifics of each individual project, there is the potential that even with these measures, operational impacts would be significant and unavoidable.

Threshold 4: Would the proposed Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Impact AQ-4 INDIVIDUAL DEVELOPMENT PROJECTS CARRIED OUT UNDER THE PROPOSED PROJECT WOULD GENERATE CONSTRUCTION- AND OPERATION-RELATED ODORS. SUCH EMISSIONS MAY RESULT IN TEMPORARY IMPACTS TO LOCAL AIR QUALITY. IMPLEMENTATION OF POLICIES FROM THE PROPOSED GENERAL PLAN UPDATE AND COMPLIANCE WITH EXISTING REGULATIONS WOULD REDUCE ODOR EMISSIONS TO A LESS THAN SIGNIFICANT LEVEL.

Construction activities for projects carried out under the proposed Project would generate odors that would be short-term in nature and subject to SCAQMD Rule 402 (Nuisance). Construction activities would be temporary and transitory and associated odors would cease upon construction completion. Accordingly, construction of individual projects under the proposed Project would not

create objectionable odors affecting a substantial number of people during construction, and short-term impacts would be less than significant.

Common sources of operational odor complaints include sewage treatment plants, landfills, recycling facilities, and agricultural uses. Implementation of individual projects under the proposed Project would not include these uses because the proposed Project entails basic residential, office, and hotel uses that do not typically emit substantial odors. Solid waste generated by the operations would be collected by a contracted waste hauler, ensuring that any odors resulting from on-site waste would be managed and collected in a manner to prevent the proliferation of odors. Operational odor impacts would be less than significant.

Mitigation Measures

Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.

Cumulative Impacts

Air pollution related to projects carried out under the proposed Project may combine with air pollution from other cumulative projects (past, present, and reasonably foreseeable future) to violate criteria pollutant standards if the existing background sources cause nonattainment conditions. Air districts manage attainment of the criteria pollutant standards by adopting rules, regulations, and attainment plans, which comprise a multifaceted programmatic approach to such attainment.

The proposed Project itself is cumulative in nature as it represents growth throughout the Plan Area over approximately the next 20 years. The proposed Project is not one individual project, but a Plan guiding the development of many currently undefined future projects that may occur under the proposed Project. As discussed under Impact AQ-1, the proposed Project is anticipated to exceed the growth forecasts of SCAG's SoCal Connect and therefore be inconsistent with the 2022 AQMP consistency requirements. Construction and operation of development expected under the proposed Project over approximately the next 20 years would exceed regional significance thresholds. Additionally, construction and operation of projects carried out under the proposed Project would exceed LST thresholds. Therefore, the proposed Project would result in a cumulatively considerable net increase of PM_{10} and $PM_{2.5}$ for which the project region is non-attainment.

Cumulative projects could expose sensitive receivers to cancer risks exceeding the SCAQMD's 10 in one million threshold; however, similar to projects carried out under the proposed Project, cumulative projects would be required to comply with SCAQMD regulations and thresholds to reduce the potential for significant impacts to sensitive receivers. As described under Impact AQ-3, construction TAC and localized emissions from projects carried out under the proposed Project would be less than significant with Mitigation Measure AQ-1 and AQ-4 incorporated. Therefore, construction, operational and combined construction and operational TAC risk and localized emissions would be below the applicable SCAQMD thresholds and the proposed Project's contribution to cumulative TAC and localized emissions would not be cumulatively considerable.

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4.4 Biological Resources

This section assesses the potential for the proposed Project, including future development in the focus areas of development (see Figure 2-4), the Downtown Montebello Specific Plan, and the new land use policy framework under the proposed General Plan Update, to impact biological resources directly or indirectly. The following analysis is based on a literature review derived from biological resource databases and relevant literature concerning biological resources known to occur in or adjacent to potential areas of development as described in this section, such as the California Department of Fish and Wildlife (CDFW) Natural Diversity Database (CNDDDB) (CDFW 2023a) and California Native Plant Society (CNPS) Electronic Inventory (CNPS 2023), USFWS Critical Habitat Portal (USFWS 2023a) and USFWS Environmental Conservation Online System (ECOS): Information, Planning and Conservation System (USFWS 2023b). The proposed Project seeks to direct new growth to corridors, Downtown Montebello, the future light rail transit stop along Washington Boulevard, and larger tracts in the northeast part of the Plan Area near the I-60 freeway. These areas are hereafter referred to in this section of the EIR as focused growth areas.

The Montebello Hills Specific Plan is identified as one of the focused growth areas. Because impacts on biological resources in the area covered by this specific plan were evaluated under the *2014 Montebello Hill Specific Plan Final Environmental Impact Report (FEIR)* (State Clearinghouse No. 2008011122) (City of Montebello 2015), incorporated herein by reference, they are not included or evaluated under this section of the EIR as part of the proposed Project. The area evaluated for potential impacts to biological resources in this section of the EIR (hereafter referred to in this section as the Study Area) is therefore limited to the focused growth areas defined in the proposed Project, but not the Montebello Hills Specific Plan Area.

4.4.1 Environmental Setting

As discussed in Chapter 3, *Environmental Setting*, while the Plan Area covers the entire city, the Downtown Montebello Specific Plan focuses on downtown Montebello, which is bounded by Greenwood Avenue on the west, Los Angeles Avenue on the south, the Rio Hondo Channel on the east, and Cleveland Avenue on the north. The Plan Area has very few natural lands remaining, limited to the Montebello Hills in the northeastern corner of the Plan Area. This area was previously evaluated in the Montebello Hills Specific Plan FEIR (City of Montebello 2015). Outside the Montebello Hills, habitat availability for wildlife is limited to developed areas, (e.g., residential neighborhoods), flood control channels (e.g., the Rio Hondo and retention basins), and local parks.

Special-Status Species

The term special-status biological resources includes those plants, animals, vegetation communities, jurisdictional features, and other sensitive biological resources that are governed under federal, State, and local laws and regulations. Information regarding the occurrences of special-status species in the vicinity of the Study Area was obtained from searching the California Department of Fish and Wildlife (CDFW) Natural Diversity Database (CNDDDB) (CDFW 2023a) and California Native Plant Society (CNPS) Electronic Inventory (CNPS 2023) within a nine-quadrangle search area of the Study Area. This included the *El Monte, Whitter, Azuza, Mount Wilson, Pasadena, La Habra, South Gate* and *Los Angeles* United States Geological Survey (USGS) 7.5-minute quadrangles. Additionally, the USFWS Critical Habitat Portal (USFWS 2023a) and USFWS Environmental Conservation Online System (ECOS): Information, Planning and Conservation System (USFWS 2023b) were reviewed.

These databases contain records of reported occurrences of federal or State-listed endangered, threatened, candidate, rare, or proposed endangered or threatened species, federal species of concern, State species of special concern, or otherwise sensitive species or habitat that may occur within the Study Area. The resources considered to have the potential to occur are limited to those that occur in urban and suburban habitats, since no natural habitats (e.g., coastal sage scrub, chaparral, etc.) or undisturbed open space areas occur within the Study Area.

Special-status plant species are listed as either endangered or threatened under the ESA or CESA, or rare under the California Native Plant Protection Act (NPPA) or considered to be rare (but not formally listed) by resource agencies and the scientific community. CDFW and local governmental agencies may also recognize special listings developed by focal groups (e.g., Audubon Society Blue List; U.S. Forest Service regional lists).

Federal, State, and local authorities under a variety of legislative acts share regulatory authority over biological resources. The CDFW has direct jurisdiction under law for biological resources through the California Fish and Game Code (CFGC) and under the California Endangered Species Act (CESA). The federal Endangered Species Act of 1973 (ESA) also provides direct regulatory authority over specially designated organisms and their habitats to the U.S. Fish and Wildlife Service (USFWS). These acts specifically regulate listed and candidate endangered and threatened species, which are defined as:

- **Endangered Species:** any species that is in danger of extinction throughout all or a significant portion of its range
- **Threatened Species:** any species that is likely to become an endangered species within the foreseeable future throughout all or a significant part of its range
- **Candidate Species:** any species whose status is currently under review to determine whether it warrants listing under the Endangered Species Act

The CNDDDB includes all taxa that are listed by the CESA, as well as most federally listed taxa that occur in California. Additionally, the CNDDDB includes species that are considered rare by experts and sensitive by CDFW, but that have not undergone the rigorous steps necessary to become officially listed through CESA.

As stated above, undisturbed open space and natural habitats are limited to the Montebello Hills, and this area was previously evaluated in the Montebello Hills Specific Plan FEIR (City 2015). Outside of the area covered by the Montebello Hills Specific Plan, the focused growth areas of the General Plan Update do not contain suitable habitats for special-status species. In parts of the Study Area adjacent to the focused growth areas, aquatic habitat may be present in the Rio Hondo during the rainy season or years of heavy precipitation. While several special-status plant, amphibian, reptile, bird, mammal, and insect species were historically found within the same quadrangles as the Study Area (CDFW 2023a, CNPS 2023), these species are precluded from occurring or are extirpated due to lack of suitable habitat. In the Study Area, the species queried in the database list are not expected to occur on, or adjacent to, reasonably foreseeable development sites due to the lack of suitable habitat or other factors (e.g., urban development, nighttime noise and light, domestic animals). The coastal California gnatcatcher (*Polioptila californica californica*, federally threatened) is known to nest and critical habitat is designated in the Montebello Hills as evaluated under the Montebello Hills Specific Plan FEIR (City 2015), but this is outside the Study Area.

Sensitive Natural Communities

Sensitive Natural Communities are defined as vegetation types, associations, or sub-associations, some of which may support concentrations of special-status plant or wildlife species, are of relatively limited distribution, or are of particular value to wildlife (CDFW 2023b). Impacts to Sensitive Natural Communities may require mitigation by federal, State, and local agencies due to their rarity or value in providing habitat for vegetation, fish, and wildlife. Native habitat that includes Sensitive Natural Communities is present in the Montebello Hills, as evaluated under the Montebello Hills Specific Plan FEIR (City 2015), but this is outside the Study Area.

Wetlands, Streams, and Riparian Habitats

In accordance with Section 1602 of the CFGC, the CDFW has jurisdiction over lakes and streambeds (including adjacent riparian resources). CDFW regulates wetland areas that are part of a river, stream, or lake, but also temporary wetland features such as vernal pools. Under Section 404 of the Clean Water Act (CWA), the USACE has authority to regulate activities that discharge dredge or fill material into wetlands or other “waters of the United States” through issuance of a Section 404 Permit. Finally, the Los Angeles Regional Water Quality Control Board (LARWQCB) has jurisdiction over “waters of the state” pursuant to the Porter-Cologne Water Quality Control Act and has the responsibility to review the water quality certification per Section 401 of the federal CWA.

The Rio Hondo watershed is a subwatershed of the Los Angeles River watershed; it is also linked (due to both natural and engineered reasons) to the adjacent San Gabriel River watershed. The Rio Hondo has been engineered to divert water from the San Gabriel to the Rio Hondo, making the Rio Hondo a “distributary” for the San Gabriel River (City 2015).

The primary jurisdictional feature within the Plan Area is the Rio Hondo flood control channel. In the Plan Area south (downstream) of the Rio Hondo Dam the Rio Hondo is a rectangular, concrete-lined channel; however, the channel is mapped by the USFWS National Wetlands Inventory as a perennial riverine system. Riverine systems include all wetlands and deepwater habitats contained within a channel, with two exceptions: (1) wetlands dominated by trees, shrubs, persistent emergents, emergent mosses, or lichens, and (2) habitats with water containing ocean-derived salts of 0.5 part per trillion (ppt) or greater. A channel is an open conduit either naturally or artificially created which periodically or continuously contains moving water, or which forms a connecting link between two bodies of standing water (USFWS 2023c). The USFWS National Wetlands Inventory also maps a freshwater pond and freshwater emergent wetland in the northeastern portion of the Plan Area. These features are associated with the Whittier Narrows Recreation Area, and do not overlap with the Study Area.

Wildlife Corridors

Wildlife corridors usually connect one large habitat area with another, and while there is no pre-defined size limit for such areas, they most often are on the scale of mountain ranges, valleys, or clearly defined ecological situations (i.e., vernal pools). Habitat linkages differ somewhat from wildlife corridors in that they may be identified by the presence of certain resources rather than by areas of linear movement. They may serve as corridors for species, which move from site to site as individuals, but for low-mobility organisms (such as plants, flightless arthropods, amphibians, reptiles, and chaparral birds) they may maintain genetic diversity between larger habitat areas by permitting long-term genetic exchange over a broad area. For these species, population-wide directional movement may be incremental and via a network of overlapping home ranges on a year-

to-year basis. Over many thousands of years, these species have been able to cross vast areas of otherwise unsuitable habitat. For species such as lizards, salamanders, and birds, habitat linkages physically connect separate units of similar habitat value by providing buffer zones or areas of marginal contact.

Linkage zones may extend for many miles between primary habitat areas, and their adequacy for supporting genetic flow often depends upon the combined presence of specific resources, sufficient width (to buffer against adjacent disturbances), and sufficient shelter or cover. Certain specific resources (such as rock outcroppings, vernal pools, or oak trees [*Quercus* spp.]) may be needed at particular intervals to ensure that slower-moving species are able to traverse the linkage zone. For highly mobile or flying organisms, habitat linkages may consist of a series of discontinuous patches of suitable resources, spaced sufficiently close together to permit movement along a route in a short period of time. The “landscape linkage” concept includes habitat linkages intended to serve this purpose.

The Montebello Hills have negligible connectivity for non-airborne terrestrial wildlife species to the regional open space areas, Puente Hills, and the Whittier Narrows since they are surrounded by urban land and a complex transportation system (City 2015). The connection from the Montebello Hills to the Whittier Narrows has the potential to provide a primary dispersal corridor for airborne species (i.e., insects, bats, and birds) between these open space areas. However, these species are not anticipated to disperse outside of the Montebello Hills into the Study Area since natural habitats are not present.

The City’s urbanized setting does not facilitate the movement of wildlife that are not adapted for urban or suburban habitats. The Study Area does not contain a natural or naturalized linkage between the habitats of the San Gabriel Mountains to the north and the Chino Hills to the south. Urban wildlife, such as coyotes (*Canis latrans*), skunks (*Mephitis mephitis*), and raccoons (*Procyon lotor*) can move freely through the urban and suburban areas of the Plan Area, including possibly utilizing the Rio Hondo channel as a local corridor. However, the Rio Hondo channel is not a corridor for species not adapted for urban/suburban habitats or for species that cannot travel long distances.

4.4.2 Regulatory Framework

a. Federal

Federal Endangered Species Act (ESA)

The ESA and subsequent amendments provide for the conservation of endangered and threatened species, and the ecosystems upon which they depend. Section 7 of the ESA requires federal agencies to aid in the conservation of listed species, and to ensure that the activities of federal agencies will not jeopardize the continued existence of listed species or adversely modify designated critical habitat. The USFWS and the National Oceanic and Atmospheric Administration (NOAA) are responsible for administration of the ESA and have regulatory authority over federally listed species. When a species is proposed for listing as endangered or threatened under the ESA, the USFWS must consider whether there are areas of habitat believed to be essential to the species’ conservation. Those areas may be proposed for designation as critical habitat.

Migratory Bird Treaty Act

As amended in 1972, the Migratory Bird Treaty Act (MBTA) protects nesting migratory birds by making it unlawful to “take” (kill, harm, harass, etc.) any migratory bird listed in 50 CFR 10, including

their nests, eggs, or products. Migratory birds include geese, ducks, shorebirds, raptors, songbirds, and many other species. It is possible that other State or federal sensitive or special-status avian species may also be adversely affected by new development in the Plan Area.

United States Army Corps of Engineers (USACE) Jurisdiction

The USACE, under provisions of Section 404 of the CWA and USACE implementing regulations, has jurisdiction over the placement of dredged or fill material into “waters of the United States.” Congress enacted the CWA “to restore and maintain the chemical, physical, and biological integrity of the Nation's waters.” In practice, the boundaries of certain waters subject to USACE jurisdiction under Section 404 have not been fully defined. Previous regulations codified in 1986 defined “waters of the United States” as traditional navigable waters, interstate waters, all other waters that could affect interstate or foreign commerce, impoundments of waters of the United States, tributaries, the territorial seas, and adjacent wetlands.

USACE jurisdictional limits are typically identified by the Ordinary High-Water Mark (OHWM) or the landward edge of adjacent wetlands (where present). The OHWM is the “line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding area” (33 CFR 328.3).

The USACE defines wetlands as “those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions” (33 CFR 328.3). The USACE’s delineation procedures identify wetlands in the field based on indicators of three wetland parameters: hydrophytic vegetation, hydric soils, and wetland hydrology.

b. State

California Endangered Species Act (CESA)

The CDFW is responsible for the administration of CESA. For projects that affect both a State and federally listed species, compliance with the ESA will satisfy the CESA if the CDFW determines that the federal incidental take authorization is consistent with the CESA. Projects that result in a take of a California-listed species require a take permit under the CESA. The federal and State acts lend protection to species that are considered rare enough by the scientific community and trustee agencies to warrant special consideration, particularly with regard to protection of isolated populations, nesting or den locations, communal roosts, and other essential habitat. Unlike the ESA, the CESA prohibits the take of not just listed endangered or threatened, but also candidate species (species petitioned for listing).

The CESA defines an endangered species as:

“a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant which is in serious danger of becoming extinct throughout all, or a significant portion, of its range due to one or more causes, including loss of habitat, change in habitat, overexploitation, predation, competition, or disease.”

A threatened species is defined as:

“a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that, although not presently threatened with extinction, is likely to become an endangered species in the foreseeable future in the absence of the special protection and management efforts required by this chapter. Any animal determined by the commission as rare on or before January 1, 1985 is a threatened species.”

Candidate species are defined as:

“a native species or subspecies of a bird, mammal, fish, amphibian, reptile, or plant that the commission has formally noticed as being under review by the department for addition to either the list of endangered species or the list of threatened species, or a species for which the commission has published a notice of proposed regulation to add the species to either list.”

Candidate species may be afforded temporary protection as though they were already listed as threatened or endangered at the discretion of the Fish and Game Commission. Unlike the ESA, CESA does not include listing provisions for invertebrate species. Article 3, Sections 2080 through 2085, of the CESA addresses the taking of threatened or endangered species by stating:

“no person shall import into this State, export out of this State, or take, possess, purchase, or sell within this State, any species, or any part or product thereof, that the commission determines to be an endangered species or a threatened species, or attempt any of those acts, except as otherwise provided.”

Under the CESA, “take” is defined as, “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.” Additionally, some sensitive mammals and birds are protected by the state as Fully Protected Mammals or Fully Protected Birds, as described in the CFGC, Sections 4700 and 3511, respectively.

Nesting Bird Protection – California Fish and Game Code

According to CFGC Section 3503 it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird [except house sparrows (*Passer domesticus*) and European starlings (*Sturnus vulgaris*)]. Sections 3503 and 3513 prohibit the taking of specific birds, their nests, eggs, or any portion thereof during the nesting season. Section 3503.5 specifically protects birds in the orders Falconiformes and Strigiformes (birds-of-prey). Section 3513 essentially overlaps with the federal MBTA, prohibiting the take or possession of any migratory nongame bird. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered “take” by CDFW.

California Native Plant Protection Act (NPPA)

The NPPA was enacted in 1977 and allows the Fish and Game Commission to designate plants as rare or endangered. Currently, 64 species, subspecies, and varieties of plants are protected as rare under the NPPA. The NPPA prohibits take of endangered or rare native plants but includes some exceptions for agricultural and nursery operations; emergencies; and after properly notifying CDFW for vegetation removal from canals, roads, and other sites, changes in land use, and in certain other situations. Effective in 2015, CDFW promulgated regulations (14 CCR 786.9) under the authority of the NPPA, establishing that the CESA permitting procedures (CFG Code Section 2081) would be applied to plants listed under the NPPA as "Rare." With this change, there is little practical

difference for the regulated public between plants listed under CESA and those listed under the NPPA.

State Water Resources Control Board

The State Water Resources Control Board (SWRCB) assert jurisdiction, on behalf of the U.S. Environmental Protection Agency (USEPA), over waters of the U.S. pursuant to Section 401 of the CWA. In addition, where federal jurisdiction is not asserted (for example, due to a lack of connectivity to a Relatively Permanent Waters [RPW] and Traditional Navigable Waters [TNW]), RWQCB assert jurisdiction over “waters of the State” pursuant to Section 13263 of Porter-Cologne, which are defined as any surface water or groundwater, including saline waters, within the boundaries of the State. In this event, the SWRCB may issue general Waste Discharge Requirements (WDRs) regarding discharges to “isolated” waters of the State if limiting criteria are not exceeded (Water Quality Order No. 2004-0004-DWQ, Statewide General Waste Discharge Requirements for Dredged or Fill Discharges to Waters Deemed by the USACE to be Outside of federal Jurisdiction) or project-specific WDRs.

California Department of Fish and Wildlife

STREAM AND RIPARIAN HABITAT

Pursuant to CFGC Section 1600, CDFW has authority over all perennial, intermittent, and ephemeral rivers, streams, and lakes in the state, and requires any person, state or local governmental agency, or public utility to notify the CDFW before beginning any activity that would “substantially divert or obstruct the natural flow of, or substantially change or use any material from the bed, channel, or bank of, any river, stream, or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake” that supports fish or wildlife resources.

A stream is defined as a “body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation” (California Code of Regulations, Title 14 Section 1.72). A Lake or Streambed Alteration Agreement may be required for any proposed project that would result in an adverse impact to a river, stream, or lake. CDFW jurisdiction typically extends to the top of the bank and out to the outer edge of adjacent riparian vegetation if present. However, CDFW can take jurisdiction over a body of flowing water and the landform that conveys it, including water sources and adjoining landscape elements that are byproducts of and affected by interactions with flowing water without regard to size, duration, or the timing of flow.

SPECIAL-STATUS SPECIES PROTECTION

Special-status wildlife species are those species included on the CDFW “Special Animals” list (CDFW 2022). “Special Animal” is a general term that refers to all of the taxa the CNDDDB is interested in tracking, regardless of their legal or protection status. The CDFW considers the taxa on this list to be those of greatest conservation need. The species on this list generally fall into one or more of the following categories:

- Officially listed or proposed for listing under the CESA and/or ESA
- State or federal candidate for possible listing

- Taxa that meet the criteria for listing, even if not currently included on any list, as described in CEQA Guidelines Section 15380
- Taxa considered by CDFW to be a Species of Special Concern
- Taxa that are biologically rare, very restricted in distribution, declining throughout their range, or have a critical vulnerable stage in their life cycle that warrants monitoring
- Populations in California that may be on the periphery of a taxon’s range but are threatened with extirpation in California

c. Local

Montebello Municipal Code

Montebello Municipal Code Chapter 12.08 regulates trees in the City-owned property and streets (public trees) and requires a permit to remove or trim or prune public trees. No other City policies or ordinances are relevant to the General Plan Update.

4.4.3 Impact Analysis

a. Methodology and Significance Thresholds

Chapter 1, Section 21001 of CEQA states that it is the policy of the state of California to: “Prevent the elimination of fish and wildlife species due to man’s activities, ensure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities.” Environmental impacts relative to biological resources may be assessed using impact significance criteria encompassing the California Environmental Quality Act (CEQA) Guidelines and federal, State, and local plans, regulations, and ordinances. Impacts to flora and fauna may be determined to be significant even if they do not directly affect rare, threatened, or endangered species.

The analysis of biological resource impacts was based on review of applicable biological resource databases, plans and policies, as described in the *Regulatory Setting* above, as well as review of aerial photography such as Google Earth and online resource databases such as the CNDDDB and CNPS Inventory of Rare Plants.

The impact analysis considers the direct and indirect impacts to biological resources that could include the direct take of a species or the removal or disturbance of habitats from future development or more indirect delayed or secondary effects from future development, such as fragmentation, pollination interruption, plant and wildlife dispersal interruption, increased risk of fire, and increased invasion of non-native animals and plants that out-compete native species.

According to CEQA Guidelines Appendix G, impacts related to biological resources would be potentially significant if implementation of the Plan would do any of the following:

1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service

3. Have a substantial adverse effect on state or federally protected wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan

b. Project and Cumulative Impacts

Threshold 1: Would the proposed Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Impact BIO-1 THE PLAN AREA IS LARGELY URBANIZED, AND THE PROPOSED PROJECT WOULD PRIORITIZE DEVELOPMENT ON INFILL SITES THAT HAVE BEEN PREVIOUSLY DEVELOPED AND/OR DISTURBED. NEVERTHELESS, REASONABLY FORESEEABLE DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT COULD POTENTIALLY ADVERSELY IMPACT SPECIAL-STATUS SPECIES OR THEIR HABITAT. LOCAL SPECIAL-STATUS SPECIES AND NESTING BIRDS ARE EXPECTED TO OCCUR WITHIN THE PLAN AREA DURING POTENTIAL CONSTRUCTION PERIODS AND MAY BE AFFECTED BY CONSTRUCTION ACTIVITY. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH ADHERENCE TO GOALS AND POLICIES FROM THE PROPOSED GENERAL PLAN UPDATE AND MITIGATION MEASURES BIO-1 AND BIO-2.

As described in Section 4.4.1, *Environmental Setting*, no special-status plant or wildlife species are expected to occur within the Study Area. There are no recent records of any special-status wildlife species in the Study Area that have been recorded to resource databases, including the CNDDDB (CDFW 2023a), CNPS Electronic Inventory (CNPS 2023), USFWS Critical Habitat Portal (USFWS 2023a), and the USFWS ECOS Information, Planning and Conservation System (USFWS 2023b). Additionally, no native communities or habitat capable of supporting special-status species occur within the Study Area.

Most development within the Study Area would occur in developed or disturbed areas that do not support a wide diversity of biological resources (e.g., wetlands, native vegetation). Development within the Study Area (and the entire Plan Area) would be subject to the provisions of the various federal and State natural resources regulations (discussed in Section 4.4.1) and their respective permitting processes, as applicable. Individual future development projects would be subject to further environmental review and, as appropriate, project-specific mitigation. Impacts would be less than significant with the incorporation of Mitigation Measure BIO-1 requiring a project-specific biological assessment for development within or adjacent to areas that could support regulated biological resources.

The federally listed coastal California gnatcatcher is known to occur in the Montebello Hills. Development within the Montebello Hills was evaluated under the Montebello Hills Specific Plan FEIR (City 2015). In 2019, the USFWS issued a revised Biological Opinion for the coastal California gnatcatcher and development in this area is subject to the Biological Opinion as well as

Montebello Hills Specific Plan Environmental Impact Report Mitigation BR1 through BR 21, which require coastal California gnatcatcher protection and mitigation (e.g., preservation and restoration of coastal sage scrub). Potential impacts to biological resources in this area have already been assessed under CEQA as significant and unavoidable (short-term impacts to California gnatcatcher) with the remaining biological impacts mitigated (where necessary) to a level of less than significant. The area covered by the Montebello Hills Specific Plan and FEIR, while part of the Plan Area, is not part of the Study Area as referred to throughout this section of the EIR.

Nesting and Migratory Birds

As with most urbanized environments, landscape features within the Study Area, such as trees, shrubs, herbaceous plants, and parklands, serve as temporary habitats or foraging grounds for wildlife. Migratory avian species that may use portions of the Study Area for nesting during the breeding season are protected under the MBTA and CFGC 3513. Construction-related activities that may include, but are not necessarily limited to, building demolition and/or relocation, grading, materials laydown, access and infrastructure improvements, and building construction, could result in the disturbance of nesting migratory species covered under the MBTA. The most identifiable potential direct impact to migratory species would involve the removal of vegetation, particularly trees that may serve as perching or nesting sites for migratory birds. This could occur in the existing landscape vegetation throughout the Study Area. Potential direct impacts related to City trees located within the Study Area would be limited by the requirement to submit tree maintenance requests to the City.

Impacts related to the removal of vegetation not covered under the maintenance requests could have adverse effects on nesting migratory species. However, individual future developments would be subject to further development review, environmental review (for discretionary projects), and, as appropriate, project-specific mitigation.

Under provisions of the MBTA, it is unlawful “by any means or manner to pursue, hunt, take, capture, (or) kill” any migratory birds except as permitted by regulations issued by the USFWS. The term “take” is defined by USFWS regulation to mean to “pursue, hunt, shoot, wound, kill, trap, capture, or collect” any migratory bird or any part, nest or egg of any migratory bird covered by the conventions, or to attempt those activities. Migratory birds include all native birds in the U.S., except those non-migratory species such as quail and turkey that are managed by individual states. Compliance with the MBTA would ensure that migratory bird species are protected during the construction of new development in the Study Area.

The City does not have an existing ordinance specifically protecting biological resources (such as nesting birds or trees), but nesting birds are protected under existing federal regulations, such as the MBTA and CFGC 3513, which would apply to any future development carried out under the proposed Project. Furthermore, environmental review would be required for future discretionary projects carried out under the proposed Project to determine whether they would impact biological resources, and to require mitigation measures, if necessary, to avoid or reduce impacts to such resources. Compliance with existing laws and regulations (e.g., MBTA and CFGC), as specified under Mitigation Measure BIO-2, would reduce potential impacts to nesting birds to a less than significant level.

Indirect Impacts to Special-Status Species and Sensitive Natural Communities

Excavation, ground clearing, equipment and materials storage, access routes, and other activities could result in impacts on runoff and/or water quality, potentially affecting aquatic habitat.

Discharges or runoff from operation of individual projects that may be developed under the proposed Project may carry pollutants, while runoff from construction may carry excessive silt, petroleum, or other chemical contaminants. Such runoff can affect water quality which in turn can affect habitat quality and the species using the waters. However, as discussed in Section 4.10, *Hydrology and Water Quality*, best management practices (BMPs) would be used to avoid and minimize indirect impacts on water quality during construction and operation of projects developed under the proposed Project.

Construction projects would be required to comply with various regulatory requirements related to storm water runoff during construction and operation to minimize the potential for pollutants to enter receiving waters. Projects would be required to comply with applicable State building code requirements, as well as State and federal agency regulations, as well as the provisions of the Statewide General Construction Activity Stormwater Permit.

Future development built under the proposed Project greater than one acre in size would be subject to the SWRCB Construction General Permit and would be required to develop a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP must include erosion and sediment control Best Management Practices (BMPs) that would meet or exceed measures required by the Construction General Permit. Implementation of the required SWPPP would reduce the potential for eroded soil and any contaminants attached to that soil to contaminate a waterbody following a storm event.

Montebello is a permittee of the regional MS4 Permit for the Los Angeles County Flood Control District (Order No. R4-2021-0105, NPDES No. CAS004004) issued by the California Regional Water Quality Control Board, Los Angeles Region, which also serves as an NPDES permit under the Federal Clean Water Act. Development carried out under the proposed Project would be required to adhere to all requirements under the Los Angeles County MS4 permit and comply with regulations pertaining to drainage control and water quality under the Montebello Municipal Code Chapter 8.36.

Compliance with the regulations, permit requirements, and BMPs would prevent or minimize impacts related to water quality and ensure that construction and operation of all future development under the proposed Project would result in a less than significant impact to the degradation of aquatic habitat and species.

Indirect impacts to sensitive terrestrial communities and habitats (if present) could result in indirect construction and operational impacts. Impacts would be less than significant with the incorporation of Mitigation Measure BIO-1 requiring a project-specific biological assessment for development within or adjacent to areas that could support regulated biological resources.

Mitigation Measures

The following mitigation measures are required to address potential impacts to special-status species and habitat.

BIO-1 Project-specific Biological Resources Assessment

For projects that require vegetation removal, ground disturbance of unpaved areas, parking or staging of equipment or material on unpaved areas, access routes on unpaved areas, or rehabilitation or construction staging within 300 feet of unpaved areas (except for landscaped developed areas) that contain or have the potential to support special-status species, open space, sensitive natural communities, or suitable habitat to support special-status species, the following shall apply:

Prior to the issuance of a development permit, a qualified biologist shall be retained by the project applicant to conduct a site-specific biological resources reconnaissance survey of the site. The biological resources assessment shall characterize the biological resources present on the project site and evaluate the presence or absence of sensitive species and habitats. The biological resources assessment will aid in determining the project's potential direct, indirect, and cumulative biological impacts, as well as specific avoidance measures necessary to offset those impacts.

If the biologist determines that special-status plant species may occur, focused surveys for special-status plants shall be completed in accordance with *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities* (CDFW, March 20, 2018, or its successor) and *Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed and Candidate Plants* (USFWS, September 23, 1996; or its successor). If it is determined that the project site has suitable habitat for special-status wildlife, focused surveys shall be conducted to determine presence/absence including species-specific surveys in accordance with CDFW or USFWS protocols for sensitive, state or federally listed species, respectively, that may occur. If the biologist determines that sensitive habitats and/or regulated aquatic resources may be present, additional focused studies to further assess and delineate the habitat (such as a formal jurisdictional determination for wetlands and waters) shall be conducted.

A report shall be prepared that identifies 1) approximate population size and distribution of any sensitive plant or animal species, 2) any sensitive habitats or sensitive natural communities (such as wetlands or riparian areas), and 3) any potential impacts of the project on wildlife corridors. Off-site areas that may be directly or indirectly affected by the individual project shall also be surveyed. The report shall include site location, literature sources, methodology, timing of surveys, vegetation map, site photographs, and descriptions of on-site biological resources (e.g., observed and detected species, as well as an analysis of those species with the potential to occur on-site). The biological resources assessment report and surveys shall be conducted by a qualified biologist, and any special status species surveys shall be conducted according to standard methods of surveying for the species as appropriate.

If sensitive species and/or habitat are absent from the individual project site and adjacent lands potentially affected by the individual project, a written report substantiating such shall be submitted to the City Planning Division prior to issuance of a grading permit, and the project may proceed without any further biological investigation.

If it is determined that a special-status species and/or habitats may be impacted by a project, the biological report shall identify additional mitigation measures such as avoidance, minimization, restoration, or compensation to reduce impacts to a less than significant level prior to issuance of a development permit from the City or performing any ground disturbance activities (e.g., geotechnical boring or vegetation removal). In the case of ESA and/or CESA listed species, consultation with USFWS and/or CDFW shall occur prior to issuance of a development permit from the City or performing any ground disturbance activities, to determine measures to address impacts such as avoidance, minimization, restoration, or compensation. In the case of regulated aquatic resources, the USACE, CDFW, and RWQCB will be consulted regarding their respective jurisdictions and any necessary permits obtained prior to issuance of a development permit from the City.

BIO-2 Pre-Construction Bird Surveys and Nest Avoidance

For construction activities initiated during the bird nesting season (February 1 through August 31) involving removal of trees, vegetation or other nesting bird habitat, including abandoned structures and other man-made features, a pre-construction nesting bird survey shall be conducted no more

than three days prior to initiation of ground disturbance and vegetation removal activities. The nesting bird pre-construction survey shall be conducted on foot and shall include a 300-foot buffer around the construction site. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in and around the Plan Area (i.e., qualified biologist). If nests are found, an avoidance buffer shall be determined by a qualified biologist dependent upon the species, the location of the nest, the proposed work activity, and existing disturbances associated with land uses within and outside of the site. The avoidance buffer shall be demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to demarcate the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities shall occur within the buffer until the biologist has confirmed that breeding/ nesting is completed, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist on the basis that the encroachment will not be detrimental to an active nest. A report summarizing the pre-construction survey(s) shall be prepared by a qualified biologist and shall be submitted to the City prior to the commencement of construction activities.

Site plans shall include a statement acknowledging compliance with the federal MBTA and CFGC that includes avoidance of active bird nests and identification of Best Management Practices to avoid impacts to active nests, including checking for nests prior to construction activities during February 1 to August 31 and what to do if an active nest is found so that the nest is not inadvertently impacted during grading or construction activities.

Significance After Mitigation

Implementation of Mitigation Measures BIO-1 and BIO-2 would reduce potential impacts to special-status, locally important species, sensitive habitats, and nesting birds to less than significant levels.

| | |
|---------------------|--|
| Threshold 2: | Would the proposed Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? |
| Threshold 3: | Would the proposed Project have a substantial adverse effect on state or federally protected wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? |

Impact BIO-2 REASONABLY FORESEEABLE DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT WOULD NOT ADVERSELY IMPACT RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITIES DURING PROJECT CONSTRUCTION. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH ADHERENCE TO POLICIES OF THE PROPOSED GENERAL PLAN UPDATE ALONG WITH COMPLIANCE WITH STATE AND FEDERAL REGULATIONS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

As stated in Section 4.4.1, *Environmental Setting*, the only major stream that conveys flows through the Plan Area is a portion of the Rio Hondo. This waterway, south (downstream) of the Rio Hondo Dam, is a concrete-lined, rectangular channel for flood control that is not conducive to having associated wetland habitat and therefore does not meet the threshold above.

No wetlands as defined by Section 404 of the CWA have been identified within the Rio Hondo, and waters within the channel are considered Waters of the U.S. and State, and subject to USACE, RWQCB, and CDFW regulations. Potential wetlands may occur in the northeastern portion of the

Plan Area associated with the Whittier Narrows Recreation Area. However, the focus areas of development are outside any areas identified as jurisdictional waters and/or wetlands, streambed/banks, or riparian vegetation (USFWS 2023c). Actual jurisdictional areas are determined by the State and federal authorities at the time that permits are requested, and as development is proposed in these areas it would be subject to the permit requirements of the USACE, RWQCB, and CDFW, pursuant to Section 404 and 401 of CWA, the Porter-Cologne Water Quality Control Act, and CDFG Section 1602.

Reasonably foreseeable development adjacent to riparian habitat could result in potential direct and impacts through removal of vegetation, filling of wetland habitat, compaction of soils, and/or indirectly through dust and vegetation thinning. The following General Plan Update policies would reduce direct impacts to riparian habitat:

P1.1: Enhance air and water quality, increase public green space through the integration of green infrastructure (including a green network focused on Rio Hondo).

P.1.7: Montebello will protect, conserve, and replenish existing and future water resources.

The approval of a grading permit application and issuance of a grading permit by the City engineer for ministerial projects requires the completion of permits required by State or federal agencies (if applicable), before grading work is started. Approval of permits for discretionary projects requires findings that the proposed grading will not result in erosion, stream sediment, or other adverse off-site effects or hazards to life or property.

Implementation of the required SWPPP during project construction would reduce the potential for eroded soil and any contaminants attached to that soil to contaminate a waterbody following a storm event. Future developments carried out under the proposed Project would employ Low Impact Development (LID) techniques and stormwater control measures as outlined under Chapter 8.36 of Montebello Municipal Code to prevent, capture, and treat stormwater pollution.

Adherence to the permit requirements of the USACE, RWQCB, and CDFW, would reduce direct or indirect impacts to wetlands to a less than significant level. There are no other sensitive natural communities identified in local or regional plans, policies, or regulations, or by the CDFW or USFWS. For example, as discussed in Section 4.4.2, *Regulatory Framework*, the City does not have a tree preservation or heritage tree ordinance. Adherence to existing City policies and the permit requirements discussed above would reduce impacts to riparian habitat and other sensitive natural communities to a less than significant level.

Mitigation Measures

Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.

Threshold 4: Would the proposed Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Impact BIO-3 DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT WOULD LARGELY AVOID IMPACTS TO WILDLIFE MOVEMENT CORRIDORS BY EMPHASIZING INTENSIFICATION/REUSE OF EXISTING URBANIZED AREAS. IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH INCORPORATION OF POLICIES OF THE PROPOSED GENERAL PLAN UPDATE ALONG WITH COMPLIANCE WITH STATE AND FEDERAL REGULATIONS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The proposed Project focuses on intensification of existing urban developed areas. As discussed in Section 4.4.1, *Environmental Setting*, the Plan Area's urban environment generally does not facilitate the movement of wildlife species that are not adapted to move through urban and suburban areas, although the Rio Hondo channel may act as a corridor between the San Gabriel Mountains to the north and the Chino Hills to the south for species that can utilize concrete-lined channels. Potential impacts to the channel would be covered under permitting requirements discussed under Impact BIO-1 and Impact BIO-2.

Mitigation Measures

None required beyond compliance with applicable Plan policies and regulations already discussed in this section.

Threshold 5: Would the proposed Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Threshold 6: Would the proposed Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Impact BIO-4 THE PROPOSED PROJECT WOULD NOT CONFLICT WITH AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN. THERE WOULD BE NO IMPACT.

The Study Area is not located in a habitat preservation or conservation plan and is not in designated sensitive areas, such as a Significant Ecological Area (SEA)¹. No Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state habitat conservation plans apply within the Study Area. As discussed in Section 4.4.2, *Regulatory Framework*, the City does not have a tree preservation or heritage tree ordinance. Therefore, the proposed Project would not conflict with local policies.

Mitigation Measures

Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.

¹ Refer to the Montebello Hill Specific Plan FEIR for a discussion of the Puente Hills SEA. SEAs are designed by Los Angeles County and only apply to incorporated areas, unless a City also adopts the designation. The City has not adopted a SEA or similar ordinance for the Puente Hills.

4.4.4 Cumulative Impacts

Section 15130 of the *CEQA Guidelines* provides guidance on the discussion of cumulative impacts. Two conditions apply to determine the cumulative effect of a project: first, the overall effect on biological resources caused by existing and known or forecasted projects must be considered significant under the significance thresholds discussed above; and second, the project must have a “cumulatively considerable” contribution to that effect. By its nature, a general plan considers cumulative impacts insofar as it considers cumulative development that could occur within a city’s plan area. Therefore, for a general plan update, the analysis of project impacts also constitutes the cumulative analysis.

The following are considered with respect to analyzing cumulative impacts to biological resources:

- The cumulative contribution of other approved and proposed projects to fragmentation of open space in the Plan Area vicinity
- The loss of sensitive habitats and species
- The contribution of the proposed Project to urban expansion into natural areas
- Isolation of open space in the vicinity by proposed/future projects

Special-Status Species, Sensitive Habitats, and Wetlands

The proposed Project’s contribution to cumulative impacts to special-status species and sensitive habitats would be cumulatively considerable without mitigation. As development occurs in the less developed portions of the Plan Area, habitat for biological resources would continue to be converted to urban development. It is understood that mobile species (e.g., most reptiles, mammals, and birds) may survive this development by moving to other areas, but less mobile species (i.e., species reliant on a certain type of habitat) would not. Although the amount of natural habitat in the Plan Area is limited, its conversion could reduce the availability of habitat for special-status species and the natural areas remaining could become further isolated and not support biological resources beyond their carrying capacity. Development carried out under the proposed Project may result in increased urban development and contribute to the loss of habitat for special-status species, as well as common species. However, implementation of Mitigation Measures BIO-1 and BIO-2 would reduce cumulative direct and indirect impacts to wildlife and sensitive vegetation and habitat to less than significant level, the proposed Project would not make a cumulatively considerable contribution to wildlife and sensitive vegetation and habitats.

If a future project carried out under the proposed Project resulted in removal of sensitive vegetation, then compensatory mitigation may be required depending on the amount of vegetation impacted, which would ensure no net loss of habitat following implementation of that future project. Any proposed development in areas identified as jurisdictional waters and/or wetlands, streambed/banks, or riparian vegetation would be subject to the permit requirements of the USACE, RWQCB, and CDFW, pursuant to Sections 404 and 401 of CWA, the Porter-Cologne Water Quality Control Act, and CDFG Section 1602. Therefore, the proposed Project would not result in a cumulatively considerable impact to sensitive habitats and wetlands.

As discussed in Impact BIO-1, the MBTA protects migratory avian species, including sensitive species. Individual project compliance of any project carried out in the Plan Area would be required to comply with the MBTA and CFGC, which would ensure that the proposed Project would not make a cumulatively considerable impact to migratory birds.

Wildlife Movement

As discussed under Impact BIO-3, Project development is not expected to affect wildlife movement since most of the Plan Area's landscape does not facilitate the movement of wildlife species that are not adapted to move through urban and suburban areas. Impacts to special status species and nesting birds would be covered under Mitigation Measures BIO-1 and Impact BIO-2. With adherence to permitting requirements and mitigation measures in this EIR, the proposed Project would not make a cumulatively considerable contribution to wildlife movement corridors and nursery sites.

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4.5 Cultural Resources

This section analyzes the potential impacts of the proposed Project on cultural resources including historical resources, archaeological resources, and human remains. Data used to prepare this section was sourced from the National Register of Historic Places (NRHP), California Office of Historic Preservation's (OHP) website, and OHP's Built Environment Resource Directory (BERD). For analysis of impacts related to tribal cultural resources see Section 4.18, *Tribal Cultural Resources*.

4.5.1 Cultural Setting

Indigenous History

During the twentieth century, many archaeologists developed chronological sequences to explain prehistoric cultural changes within all or portions of Southern California (c.f., Jones and Klar 2007; Moratto 1984). Wallace (1955, 1978) devised a prehistoric chronology for the Southern California coastal region based on early studies and focused on data synthesis that included four horizons: Early Man, Milling Stone, Intermediate, and Late Prehistoric. Though initially lacking the chronological precision of absolute dates (Moratto 1984:159), Wallace's (1955) synthesis has been modified and improved using thousands of radiocarbon dates obtained by Southern California researchers over recent decades (Byrd and Raab 2007:217; Koerper and Drover 1983; Koerper et al. 2002; Mason and Peterson 1994). The prehistoric chronological sequence for Southern California presented below is a composite based on Wallace (1955) and Warren (1968) as well as later studies, including Koerper and Drover (1983).

Early Man Horizon (ca. 10000–6000 B.C.)

Numerous pre-8000 B.C. sites have been identified along the mainland coast and Channel Islands of Southern California (c.f., Erlandson 1991; Johnson et al. 2002; Jones and Klar 2007; Moratto 1984; Rick et al. 2001:609). The Arlington Springs site on Santa Rosa Island produced human femurs dated to approximately 13,000 years ago (Arnold et al. 2004; Johnson et al. 2002). On nearby San Miguel Island, human occupation at Daisy Cave (SMI-261) has been dated to nearly 13,000 years ago and included basketry greater than 12,000 years old, the earliest recorded on the Pacific Coast (Arnold et al. 2004).

Although few Clovis or Folsom style fluted points have been found in Southern California (e.g., Dillon 2002; Erlandson et al. 1987), Early Man Horizon sites are generally associated with a greater emphasis on hunting than subsequent horizons. Recent data indicates that the Early Man economy was a diverse mixture of hunting and gathering, including a significant focus on aquatic resources in coastal areas (e.g., Jones et al. 2002) and on inland Pleistocene lakeshores (Moratto 1984). A warm and dry 3,000-year period called the Altithermal began around 6000 B.C.

The conditions of the Altithermal are likely responsible for the change in human subsistence patterns at this time, including a greater emphasis on plant foods and small game.

Milling Stone Horizon (6000–3000 B.C.)

Wallace (1955:219) defined the Milling Stone Horizon as "marked by extensive use of milling stones and mullers, a general lack of well-made projectile points, and burials with rock cairns." The dominance of such artifact types indicates a subsistence strategy oriented around collecting plant

foods and small animals. A broad spectrum of food resources were consumed including small and large terrestrial mammals, sea mammals, birds, shellfish and other littoral and estuarine species, near-shore fishes, yucca, agave, and seeds and other plant products (Kowta 1969; Reinman 1964). Variability in artifact collections over time and from the coast to inland sites indicates that Milling Stone Horizon subsistence strategies adapted to environmental conditions (Byrd and Raab 2007:220). Lithic artifacts associated with Milling Stone Horizon sites are dominated by locally available tool stone and, in addition to ground stone tools, such as manos and metates, chopping, scraping, and cutting tools, are very common. Kowta (1969) attributes the presence of numerous scraper-plane tools in Milling Stone Horizon collections to the processing of agave or yucca for food or fiber. The mortar and pestle, associated with acorns or other foods processed through pounding, were first used during the Milling Stone Horizon and increased dramatically in later periods (Wallace 1955, 1978; Warren 1968).

Two types of artifacts that are considered diagnostic of the Milling Stone period are the cogged stone and discoidal, most of which have been found within sites dating between 4000 and 1000 B.C. (Moratto 1984:149), though possibly as far back as 5500 B.C. (Couch et al. 2009). The cogged stone is a ground stone object that has gear-like teeth on the perimeter and is produced from a variety of materials. The function of cogged stones is unknown, but many scholars have postulated ritualistic or ceremonial uses (c.f., Dixon 1968:64-65; Eberhart 1961:367). Similar to cogged stones, discoidals are found in the archaeological record subsequent to the introduction of the cogged stone. Cogged stones and discoidals were often purposefully buried, or “cached.” They are most common in sites along the coastal drainages from southern Ventura County southward and are particularly abundant at some Orange County sites, although a few specimens have been found inland at Cajon Pass (Dixon 1968:63; Moratto 1984:149). Discoidals and cogged stones have been found together at some Orange County sites, such as CA-ORA-83/86/144 (Van Bueren et al. 1989:772) and Los Cerritos Ranch (Dixon 1975). Cogged stones have been collected in Riverside County and their distribution appears to center on the Santa Ana River basin (Eberhart 1961).

Mortuary practices observed at Milling Stone Horizon sites include extended and loosely flexed burials. Flexed burials oriented north were common in Orange and San Diego counties, with reburials common in Los Angeles County (Wallace 1955, 1978; Warren 1968).

Intermediate Horizon (3000 B.C.–A.D. 500)

The Middle Archaic began with substantial climate change to much warmer, drier conditions. What is available of the Middle Archaic record has revealed a pattern of organized subsistence strategies and increased residential stability. The archetypal pattern of the Middle Archaic has been identified as the Windmill Pattern. This pattern is represented by extended burials oriented to the west and a sophisticated material culture (Rosenthal et al. 2007). Middle Archaic sites are relatively common in the foothills surrounding the Central Valley and show relatively little change from the Lower Archaic (Arnold et al. 2004).

During this time, the mortar and pestle are more widespread suggesting a shift toward more intensive subsistence practices. Fishing technologies, such as bone gorges, hooks, and spears, also appear during the Middle Archaic suggesting a new focus on fishing. Several other technologies also become apparent during this time. Baked-clay impressions of twined basketry, simple pottery, and other baked clay objects have been found at several sites. Personal adornment items additionally became more frequent. Exchange with outside groups is evidenced by the presence of obsidian, shell beads and ornaments (Rosenthal et al. 2007; Moratto 1984). Trade seemed to be focused on

utilitarian items such as obsidian or finished obsidian tools from at least five separate sources (Moratto 1984).

Late Prehistoric Horizon (A.D. 500–Historic Contact)

During Wallace’s (1955, 1978) Late Prehistoric Horizon, the diversity of plant food resources and land and sea mammal hunting increased even further than during the Intermediate Horizon. More classes of artifacts from this period have been observed, and high quality exotic lithic materials were used for small finely worked projectile points associated with the bow and arrow. Steatite containers were made for cooking and storage and an increased use of asphalt for waterproofing is noted. More artistic artifacts have been recovered from Late Prehistoric sites. During this horizon cremation became a common mortuary custom. Larger, more permanent villages supported an increased population size and social structure (Wallace 1955:223).

Warren (1968) attributes this dramatic change in material culture, burial practices, and subsistence focus to the westward migration of desert people he called the Takic, or Numic, Tradition in Los Angeles, Orange, and western Riverside counties. This Takic Tradition was formerly referred to as the “Shoshonean wedge” (Warren 1968), but this nomenclature is no longer used to avoid confusion with ethnohistoric and modern Shoshonean groups (Heizer 1978:5; Shipley 1978:88, 90). The modern Cahuilla groups in Riverside County are generally considered by archaeologists to be descendants of these prehistoric Uto-Aztec, Takic-speaking populations.

Post-Contact History

Post-Contact history for the state of California is generally divided into three periods: the Spanish Period (1769–1822), Mexican Period (1822–1848), and American Period (1848–present). Although Spanish, Russian, and British explorers visited the area for brief periods between 1529 and 1769, the Spanish Period in California begins with the establishment in 1769 of a settlement at San Diego and the founding of Mission San Diego de Alcalá, the first of 21 missions constructed between 1769 and 1823. Independence from Spain in 1821 marks the beginning of the Mexican Period, and the signing of the Treaty of Guadalupe Hidalgo in 1848, ending the Mexican-American War, signals the beginning of the American Period when California became a territory of the United States.

Spanish Period (1769–1822)

Spanish explorers made sailing expeditions along the coast of California between the mid-1500s and mid-1700s. Juan Rodriguez Cabrillo in 1542 led the first European expedition to observe what was known by the Spanish as Alta (upper) California. For more than 200 years, Cabrillo and other Spanish, Portuguese, British, and Russian explorers sailed the Alta California coast and made limited inland expeditions, but they did not establish permanent settlements (Bean 1968; Rolle 2003). The Spanish crown laid claim to Alta California based on the surveys conducted by Cabrillo and Vizcaíno (Bancroft 1885; Gumprecht 1999).

By the eighteenth century, Spain developed a three-pronged approach to secure its hold on the territory and counter against other foreign explorers. The Spanish established military forts known as presidios, as well as missions and pueblos (towns) throughout Alta California. The 1769 overland expedition by Captain Gaspár de Portolá marks the beginning of California’s Historic period, occurring just after the King of Spain installed the Franciscan Order to direct religious and colonization matters in assigned territories of the Americas. Portolá established the Presidio of San Diego as the first Spanish settlement in Alta California in 1769. Franciscan Father Junípero Serra also founded Mission San Diego de Alcalá that same year, the first of the 21 missions that would be

established in Alta California by the Spanish and the Franciscan Order between 1769 and 1823 (Graffy 2010). In 1771, Franciscan fathers Angel Somera and Pedro Cambon established the original San Gabriel Mission in what is now Montebello but flooding of the area convinced Church authorities to relocate the mission to its current site in the present-day city of San Gabriel in 1776 (City of Montebello 2023).

The construction of missions and associated presidios was a major emphasis during the Spanish Period in California to integrate the Native American population into Christianity and communal enterprise. Incentives were also provided to bring settlers to pueblos or towns; just three pueblos were established during the Spanish Period, only two of which were successful and remain as California cities (San José and Los Angeles).

Spain began making land grants in 1784, typically to retiring soldiers, although the grantees were only permitted to inhabit and work the land. The land titles technically remained property of the Spanish king (Livingston 1914). In 1810, the Spanish Crown conveyed Rancho San Antonio, which consisted of a portion of present-day Montebello, to Corporal Antonio Maria Lugo, following Lugo's 17 years of military service. As discussed below, the remainder of the territory comprising Montebello was distributed in two land grants by the Mexican government.

Mexican Period (1822–1848)

Several factors kept growth within Alta California to a minimum, including the threat of foreign invasion, political dissatisfaction, and unrest among the indigenous population. After more than a decade of intermittent rebellion and warfare, New Spain won independence from Spain in 1821. In 1822, the Mexican legislative body in California ended isolationist policies designed to protect the Spanish monopoly on trade, and decreed California ports open to foreign merchants (Gutierrez and Orsi 1998).

Extensive land grants were established in the interior during the Mexican Period, in part to increase the population inland from the more settled coastal areas where the Spanish had first concentrated their colonization efforts. The secularization of the missions following Mexico's independence from Spain resulted in the subdivision of former mission lands and establishment of many additional ranchos. Commonly, former soldiers and well-connected Mexican families were the recipients of these land grants, which now included the title to the land (Graffy 2010, California Frontier Project 2023). The Mexican land grants Rancho Paso Bartolo (1835) and Rancho La Merced (1844) both consisted of parts of what is now Montebello. The Juan Matias Sanchez Adobe still stands on what was once the core of Rancho La Merced (City of Montebello 2023).

During the supremacy of the ranchos (1834–1848), landowners largely focused on the cattle industry and devoted large tracts to grazing. Cattle hides became a primary Southern California export, providing a commodity to trade for goods from the east and other areas in the United States and Mexico. The number of nonnative inhabitants increased during this period because of the influx of explorers, trappers, and ranchers associated with the land grants. The rising California population contributed to the introduction and rise of diseases foreign to the Native American population, who had no associated immunities.

American Period (1848–Present)

The United States went to war with Mexico in 1846. During the first year of the war, John C. Fremont traveled from Monterey to Los Angeles with reinforcements for Commodore Stockton and evaded Californian soldiers in Santa Barbara's Gaviota Pass by taking the route over the San Marcos

grade instead (Kyle 2002). On January 8, 1847, the war's final battle took place in present-day Montebello when American and Mexican forces met near the banks of the Rio Hondo (then the San Gabriel River) in the Battle of Rio San Gabriel. The war ended in 1848 with the Treaty of Guadalupe Hidalgo, ushering California into its American Period.

California officially became a state with the Compromise of 1850, which also designated Utah and New Mexico (with present-day Arizona) as US territories (Waugh 2003). Horticulture and livestock, based primarily on cattle as the currency and staple of the rancho system, continued to dominate the Southern California economy through 1850s. The discovery of gold in the northern part of the state led to the Gold Rush beginning in 1848, and with the influx of people seeking gold, cattle were no longer desired mainly for their hides but also as a source of meat and other goods. During the 1850s cattle boom, rancho vaqueros drove large herds from Southern to Northern California to feed that region's burgeoning mining and commercial boom.

A severe drought in the 1860s decimated cattle herds and drastically affected rancheros' source of income. In addition, property boundaries that were loosely established during the Mexican era led to disputes with new incoming settlers, problems with squatters, and lawsuits. Rancheros often were encumbered by debt and the cost of legal fees to defend their property. As a result, much of the rancho lands were sold or otherwise acquired by Americans. Most of these ranchos were subdivided into agricultural parcels or towns (Dumke 1944).

Local History

The land encompassing the current city of Montebello remained agricultural in character through the nineteenth century. In the latter years of that century, Los Angeles businessmen Harris Newmark and Kaspar Cohn purchased large shares of land in the area, primarily from the estate of Italian settler and sheep rancher Alessandro Repetto. In 1899, a town site, originally named Newmark, was established on approximately 40 acres located in a 1,200-acre land purchase that also included a large section of East Los Angeles. The remaining land was divided into five-acre plots. William Mulholland developed the town's water system, which was incorporated as the Montebello Land and Water Company in 1900, and at Mulholland's suggestion, the incipient town was named Montebello, translating roughly from the Italian as "beautiful hill," in reference to the hills along the north side of town. It is believed the rationale for the change was Mulholland's insistence that "Newmark" connoted Jewishness, and prospective property buyers would therefore be discouraged by such an association (Sonksen 2015, City of Montebello n.d.). Most of the early development was contained in the original townsite, bounded by Cleveland Avenue, Los Angeles Avenue (south), First Street (east), and Fifth Street, with Whittier Boulevard (then Whittier Avenue) providing the main commercial strip and direct connection with Los Angeles (City of Montebello n.d.). The original townsite contains much of what is now downtown Montebello and the Downtown Montebello Specific Plan Area.

Montebello had early success as an agricultural community and was known for cultivating flowers and agricultural produce through the 1920s (City of Montebello 2023). Circa 1917, the Standard Oil Company discovered oil on the Anita Baldwin property in the hills above the community. The discovery transformed Montebello into one of the major oil producers in Southern California (City of Montebello 2023). The strength of the local oil and agricultural economies brought on an influx of new residents and new development to accommodate them, leading to the city's incorporation in 1920 (City of Montebello n.d.).

The advent of mass automobile ownership in the 1920s helped to transform Montebello. Changes to Montebello during this period were perhaps most evident along Whittier Boulevard (then

Whittier Avenue) in the downtown area, which was made part of the newly designated Highway 101 in 1926. New auto-oriented businesses for tourists and residents alike appeared along Whittier Boulevard, including motels, service stations, and strip malls. Around this time, the city's improvements included 20 miles of paved streets and an ornamental streetlight system along the Whittier Boulevard commercial corridor. In 1937, architect S. Charles Lee was commissioned to renovate an existing commercial building into the Vogue Theatre, which remained a prominent downtown business for years to come (City of Montebello n.d.).

In the decades after World War II, Montebello faced much the same pattern of rapid development as the rest of Southern California. Much of the community's agricultural land was developed with mass-constructed suburban tracts, a pattern that accelerated with the development of Interstate 5 and the Pomona Freeway (State Route 60) between the late 1940s and 1960s. Commerce was increasingly located in the suburbs, often close to freeways, diminishing the centrality of the downtown area in the city's business activities (City of Montebello n.d.)

By the 1960s and 1970s, Montebello was home to sizable communities of ethnic and racial minority groups. Notably, the city became among the first Los Angeles suburbs with a Latino majority. As middle-class, ethnic-Mexican families increasingly left working-class East Los Angeles for Montebello, the community earned the nickname "the Mexican Beverly Hills" (Sonksen 2015). Japanese Americans also made up a notable portion of the Post-World War II-era population, as many resettled in the area following the end of wartime internment. The presence of the Armenian American community was also evident, manifested most visibly in the towering Armenian Genocide Martyrs Monument, erected in Bicknell Park in the 1960s (Sonksen 2015). To date, Montebello numbers approximately 62,000 residents, roughly three-quarters of whom identify as Latino (United States Census Bureau 2022).

Past Historic Survey Efforts in Montebello

The City of Montebello has not conducted a citywide survey of historical resources. (Los Angeles Conservancy 2020). A limited survey of structures along Whittier Boulevard was conducted in 1989 in response to a proposed street widening project. However, a copy of the associated survey report was not available for review for the current study.

Known Historical Resources in Montebello

A review of the NRHP, the OHP's online listings of Los Angeles County historical resources, the BERD, and background research identified six known historical resources in Montebello. For the purposes of this document, historical resources include buildings, structures, and sites that are listed or have been found eligible for listing in the NRHP or CRHR. The research revealed that there is one designated historical resource located in the City of Montebello, the Montebello Woman's Club (201 South Park Avenue), listed in the NRHP and the CRHR. There are three historic resources assigned a status code of 2S2, meaning these sites are determined eligible for inclusion in the NRHP and listed in the CRHR: the Montebello Senior Citizens Center at 115 South Taylor Avenue, Whittier Palm Dentistry at 1920 West Whittier Boulevard, and the French Café at 2113 West Whittier Boulevard. There is one historical resource assigned a status code of 3S, meaning it appears to be eligible for the NRHP as an individual property through survey evaluation: the Juan Matias Sanchez Adobe at 946 Adobe Avenue. In addition, research indicates the Rio Hondo Channel, a segment of which is in the east end of the Plan Area and immediately adjacent to the east boundary of the Downtown Montebello Specific Plan Area, may qualify as a historical resource, based on a previous survey

effort. While these known resources are in the Plan Area, which encompasses the entire city, none are located within the Downtown Montebello Specific Plan Area.

4.5.2 Regulatory Framework

The regulatory background below offers an overview of federal, state, and local criteria used to assess historic significance, as well as Montebello's existing regulatory process pertaining to development projects that may impact historical resources.

CEQA

California Public Resources Code (PRC) Section 21084.1 requires lead agencies to determine if a project could have a significant impact on historical or unique archaeological resources. As defined in PRC CRHR, historical resources include resources identified in a local register of historical resources or identified in a historical resources survey pursuant to PRC Section 5024.1(g); or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant. PRC Section 21084.1 also states resources meeting the above criteria are presumed to be historically or culturally significant unless the preponderance of evidence demonstrates otherwise. Resources listed in the NRHP are automatically listed in the CRHR and are, therefore, historical resources under CEQA. Historical resources may include eligible built environment resources and archaeological resources of the precontact or historic periods.

CEQA Guidelines Section 15064.5(c) provides further guidance on the consideration of archaeological resources. If an archaeological resource does not qualify as a historical resource, it may meet the definition of a "unique archaeological resource" as identified in PRC Section 21083.2. PRC Section 21083.2(g) defines a unique archaeological resource as an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria: 1) it contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information; 2) it has a special and particular quality such as being the oldest of its type or the best available example of its type; or 3) it is directly associated with a scientifically recognized important prehistoric or historic event or person.

If an archaeological resource does not qualify as a historical or unique archaeological resource, the impacts of a project on those resources will be less than significant and need not be considered further (CEQA Guidelines Section 15064.5[c][4]). CEQA Guidelines Section 15064.5 also provides guidance for addressing the potential presence of human remains, including those discovered during the implementation of a project.

According to CEQA, an impact that results in a substantial adverse change in the significance of a historical resource is considered a significant impact on the environment. A substantial adverse change could result from physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired (CEQA Guidelines §15064.5 [b][1]). Material impairment is defined as demolition or alteration in an adverse manner [of] those characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the CRHR or a local register (CEQA Guidelines §15064.5[b][2][A]).

If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be

preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC §21083.2[a], [b]).

The requirements for mitigation measures under CEQA are outlined in CEQA Guidelines Section 15126.4(a)(1). In addition to being fully enforceable, mitigation measures must be completed within a defined time period and be roughly proportional to the impact of the project. Generally, a project which is found to comply with the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings* (the Standards) is considered to be mitigated below a level of significance (CEQA Guidelines Section 15126.4 [b][1]). For historical resources of an archaeological nature, lead agencies should also seek to avoid damaging effects where feasible. Preservation in place is the preferred manner to mitigate impacts to archaeological sites; however, data recovery through excavation may be the only option in certain instances (CEQA Guidelines Section 15126.4[b][3]).

National Register of Historic Places

Although the proposed Project does not have a federal nexus, properties which are listed in or have been formally determined eligible for listing in the NRHP are automatically listed in the CRHR. The following is therefore presented to provide applicable regulatory context. The NRHP was authorized by Section 101 of the National Historic Preservation Act and is the nation's official list of cultural resources worthy of preservation. The NRHP recognizes the quality of significance in American, state, and local history, architecture, archaeology, engineering, and culture present in districts, sites, buildings, structures, and objects. Per 36 CFR Part 60.4, properties are eligible for listing in the NRHP if they meet one or more of the following criteria:

- Criterion A:** Are associated with events that have made a significant contribution to the broad patterns of our history
- Criterion B:** Are associated with the lives of persons significant in our past
- Criterion C:** Embody the distinctive characteristics of a type, period, or method of installation, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction
- Criterion D:** Have yielded, or may be likely to yield, information important in prehistory or history

In addition to meeting at least one of the above designation criteria, resources must also retain integrity. The National Park Service recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven qualities, defined as follows:

- Location:** The place where the historic property was constructed or the place where the historic event occurred
- Design:** The combination of elements that create the form, plan, space, structure, and style of a property
- Setting:** The physical environment of a historic property

- Materials:** Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property
- Workmanship:** The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory
- Feeling:** A property's expression of the aesthetic or historic sense of a particular period of time
- Association:** The direct link between an important historic event or person and a historic property

Certain properties are generally considered ineligible for listing in the NRHP, including cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions, relocated structures, or commemorative properties. Additionally, a property must be at least 50 years of age to be eligible for listing in the NRHP. The National Park Service states that 50 years is the general estimate of the time needed to develop the necessary historical perspective to be evaluated for significance (National Park Service 1997:41). Properties which are less than 50 years must be determined to have "exceptional importance" to be considered eligible for NRHP listing.

California Register of Historical Resources

The CRHR was established in 1992 and codified by PRC §§5024.1 and Title 14 Section 4852. The CRHR is an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change (Public Resources Code, 5024.1(a)). The criteria for eligibility for the CRHR are consistent with the NRHP criteria but have been modified for state use in order to include a range of historical resources that better reflect the history of California (Public Resources Code, 5024.1(b)). Unlike the NRHP, however, the CRHR does not have a defined age threshold for eligibility; rather, a resource may be eligible for the CRHR if it can be demonstrated sufficient time has passed to understand its historical or architectural significance (California OHP 2011). Furthermore, resources may still be eligible for listing in the CRHR even if they do not retain sufficient integrity for NRHP eligibility (California OHP 2011). Generally, the OHP recommends resources over 45 years of age be recorded and evaluated for historical resources eligibility (California Office of Historic Preservation 1995:2).

A property is eligible for listing in the CRHR if it meets one or more of the following criteria:

- Criterion 1:** Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage
- Criterion 2:** Is associated with the lives of persons important to our past
- Criterion 3:** Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values
- Criterion 4:** Has yielded, or may be likely to yield, information important in prehistory or history

California Health and Safety Code §7050.5

Section 7050.5 of the California Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has determined if the remains are subject to the coroner’s authority. If the human remains are of Native American origin, the coroner must notify the Native American Heritage Commission (NAHC) within 24 hours of this identification.

California Public Resources Code §5097.98

Section 5097.98 of the California Public Resources Code states that the NAHC, upon notification of the discovery of Native American human remains pursuant to Health and Safety Code §7050.5, shall immediately notify those persons (i.e., the Most Likely Descendant or “MLD”) it believes to be descended from the deceased. With permission of the landowner or a designated representative, the MLD may inspect the remains and any associated cultural materials and make recommendations for treatment or disposition of the remains and associated grave goods. The MLD shall provide recommendations or preferences for treatment of the remains and associated cultural materials within 48 hours of being granted access to the site.

City of Montebello

City of Montebello Municipal Code

The City does not have a historic preservation ordinance. However, the City has incorporated into its municipal code preservation measures that are limited in scope for the protection of historic, archaeological, and paleontological resources (City of Montebello Municipal Code 1993).

15.36.080 - Historical buildings.

Section 15.36.080 of the Montebello Municipal Code allows for variances from the standards and procedures of Title 15 of the Municipal Code (Buildings and Structures), specifying that the regulations of Title 15 shall apply in all aspects to a historical building except where specified regulations serve as a means to preserve original architectural elements and facilities restoration. Specifically, certain exceptions are made for existing and rebuilt adobe walls and features of buildings made of other “archaic materials,” as substantiated by research data or engineering judgment.

17.38.090 - Precise plan of development—Content

In addition, Chapter 17.38 regulates larger master-planned developments. In respect to the preservation of cultural resources, certain requirements of Section 17.38.090 (Precise plan of development—Content) require that precise construction plans shall include a narrative and schematics sufficient to describe the nature of the proposed development as determined by the Director of Planning, including the following:

- No. 7. The location of existing natural features such as mature trees and/or other significant vegetation, water courses, rock outcrops, topographic features, viewsheds and ridgelines including the methods proposed to preserve and incorporate such elements into the proposed plan

- No. 8. The location of existing significant historical, cultural, and archeological features in the area, including the methods proposed to preserve and incorporate such elements into the proposed plan.

4.5.3 Impact Analysis

a. Methodology and Significance Thresholds

According to CEQA Guidelines Appendix G, impacts related to cultural resources would be potentially significant if implementation of the proposed Project would do any of the following:

1. Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5
3. Disturb any human remains, including those interred outside of formal cemeteries

A “substantial adverse change” in the significance of a historical resource is defined as “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired” (PRC Section 5020.1[q]). Furthermore, according to CEQA Guidelines Section 15064.5(b)(2), the significance of a historical resource is “materially impaired” when a project would do any of the following:

- (A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the CRHR
- (B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant
- (C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by a lead agency for purposes of CEQA. (CEQA Guidelines Section 15064.5[b][2])

According to CEQA Guidelines Section 15064.5(a), the term “historical resources” shall include the following:

- (1) A resource listed in, or determined to be eligible by, the State Historical Resources Commission, for listing in the CRHR (PRC Section 5024.1, Title 14 California Code of Regulations [CCR], Section 4850 et seq.)
- (2) A resource included in a local register of historical resources, as defined in PRC Section 5020.1(k) or identified as significant in an historical resource survey meeting the requirements of PRC Section 5024.1(g), shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant

- (3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, may be considered to be a historical resource, provided the lead agency’s determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be “historically significant” if the resource meets the criteria for listing in the CRHR (PRC Section 5024.1, Title 14 CCR, Section 4852), as described above under “Regulatory Setting”

b. Project and Cumulative Impacts

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| <p>Threshold 1: Would the proposed Project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?</p> |
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Impact CUL-1 DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT MAY CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF HISTORICAL RESOURCES THAT HAVE ALREADY BEEN IDENTIFIED OR MAY BE IDENTIFIED IN THE PLAN AREA. THIS IMPACT WOULD BE SIGNIFICANT AND UNAVOIDABLE.

Reasonably foreseeable development facilitated by the Project would have a significant impact on historical resources if such activities would cause a substantial adverse change in the significance of a historical resource. Pursuant to PRC Section 15064.5, “[s]ubstantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.”

As detailed above in Section 4.5.1, *Cultural Setting*, the following six known historical resources are located within the Plan Area: Montebello Woman’s Club, Juan Matias Sanchez Adobe, Montebello Senior Citizens Center, Whittier Palm Dentistry, French Café, and the Rio Hondo Channel. In addition, given the historical patterns of development Montebello described in Section 4.5.1, *Cultural Setting*, it is assumed that many potential historical resources are also located throughout the Plan Area. For the purposes of this study, a potential historical resource is any building or structure that meets the 45-year age threshold for historical resources under CEQA and has not yet been evaluated for NRHP or CRHR eligibility.

The proposed Project does not propose specific development or other activities that would cause impacts to historical resources. However, the proposed Project is intended to guide development throughout Montebello and would generally stimulate infill development in the Downtown Montebello Specific Plan Area, which substantially overlaps with Montebello’s original townsite and therefore contains some of the city’s oldest concentrated development. Additionally, the proposed Project proposes transportation connections to the Rio Hondo Channel, which may qualify as a historical resource. The potential for impacts to cultural resources would not be limited to these areas because other known and potential historical resources may be encountered throughout the Plan Area.

The Montebello Municipal Code contains measures to encourage the retention of cultural resources; however, these regulations apply only in certain circumstances, such as when a building is constructed of adobe or other archaic materials (Montebello Municipal Code 15.36.080) or is in an area subject to a master plan for development (Montebello Municipal Code 17.38.090). The regulations are not generally applicable to historical resources as defined pursuant to CEQA.

The *Our Creative Communities* chapter of the proposed General Plan Update includes the following policies intended to promote the retention of historical resources:

- P8.14 Promote the importance of integrating new development with the existing building stock, particularly within the Downtown Specific Plan Area**
- P8.15 Develop a policy framework for evaluating the potential significance of older properties within City limits**
- P8.16 Develop historic context statement(s) to guide future historic resource survey efforts**
- P8.17 Identify potential historic context statement for Montebello**
- P8.18 Engage community members and stakeholders when identifying potential historical resources**
- P8.19 Develop policies and procedures enabling the protection of local historical resources**
- P8.20 Encourage and promote the designation of local historical resources**

The regulations and policies identified above are limited in scope and would not, in all cases, reduce impacts to cultural resources to the maximum extent feasible. Additionally, local regulations do not require efforts to assess the eligibility of properties that meet the 45-year age threshold for consideration as historical resources, per OHP guidance, as discussed in Section 4.5.2, *Regulatory Framework*. Therefore, Mitigation Measure CUL-1 is needed to identify historical resources and reduce impacts that may result from development activities carried out under the proposed Project.

Mitigation Measures

CUL-1 Historical Resources

A historical resources evaluation (HRE) shall be prepared for any discretionary project carried out under the proposed Project involving the demolition or physical alteration of any building, structure, object, or other built environment feature that is 45 years of age or older. The evaluation shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's (SOI) Professional Qualifications Standards (PQS) in architectural history or history (National Park Service 1983). The qualified architectural historian or historian shall conduct an intensive-level evaluation in accordance with the guidelines and best practices promulgated by the California Office of Historic Preservation to identify any potential historical resources within the proposed development site. All properties 45 years of age or older shall be evaluated within their historic context and documented in a report meeting California Office of Historic Preservation guidelines. All evaluated properties shall be documented on California Department of Parks and Recreation Series 523 Forms. HREs shall be submitted to the City for review and concurrence. If the property is already listed in the NRHP or CRHR, the HRE described above shall not be required.

If a property is found to not qualify as a historical resource, no additional work relating to historical resources shall be required. If historical resources are identified within a proposed development site, efforts shall be made to the greatest extent feasible to ensure that impacts are mitigated. As applicable, efforts shall be made to the greatest extent feasible to ensure that the alteration of the resource is undertaken in a manner consistent with the Secretary of the Interior's Standards for the

Treatment of Historic Properties (Standards). In accordance with CEQA, a project that has been determined to conform with the Standards generally would not cause a significant adverse direct or indirect impact to historical resources (14 CCR § 15126.4(b)(1)). Application of the Standards shall be overseen by a qualified architectural historian or historic architect meeting the PQS. In conjunction with any development application that may affect the historical resource, a report identifying and specifying the treatment of character-defining features and construction activities shall be prepared by a historian or architectural historian meeting the PQS in history or architectural history and provided to the City for review and concurrence. As applicable, the report shall demonstrate how the project complies with the Standards and be submitted to the City for review and approval prior to the issuance of any permits.

If significant historical resources are identified on a development site and compliance with the Standards and or avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. Mitigation measures may include documentation of the historical resource in the form of a Historic American Building Survey (HABS)-like report. The report shall comply with the Secretary of the Interior’s Standards for Architectural and Engineering Documentation and shall generally follow the HABS Level III requirements, including digital photographic recordation, detailed historic narrative report, and compilation of historical research. The documentation shall be completed by a qualified architectural historian or historian who meets the SOI PQS and submitted to the City of Montebello, Planning & Community Development Department, Planning Division prior to issuance of any permits for demolition or alteration of the historical resource.

Significance After Mitigation

Implementation of Mitigation Measure CUL-1 would reduce impacts to historical resources by identifying and evaluating significant historical resources and managing relocation, rehabilitation, or alteration in compliance with the Standards as applicable. However, even with implementation of this mitigation measure, historical resources could still be materially impaired by future development that carried out under the proposed Project. While HABS-like documentation would reduce these impacts to the greatest extent feasible in cases where compliance with the Standards or avoidance is not possible, legal precedent has established that such a measure cannot mitigate impacts to a level of less than significant because the loss of historical fabric cannot be readily compensated for by commemorative mitigation.¹ Therefore, impacts would be significant and unavoidable.

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| Threshold 2: Would the proposed Project cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5? |
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Impact CUL-2 DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT MAY CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF ARCHAEOLOGICAL RESOURCES THAT MAY BE PRESENT IN THE PLAN AREA, INCLUDING THOSE THAT QUALIFY AS HISTORICAL RESOURCES. THIS IMPACT WOULD BE SIGNIFICANT BUT MITIGABLE.

Ground-disturbing activities associated with development carried out under the proposed Project have the potential to damage or destroy archaeological resources that may be present on or below the ground surface, particularly in areas not studied in a cultural resources investigation or when

¹ League For Protection of Oakland's Architectural and Historic Resources, Plaintiff and Appellant, v. City of Oakland et al., Montgomery Ward & Co., Inc., et al. No. A074348. First District, Division One. Feb 10, 1997.

excavation depths exceed those attained previously for past development. Neither the proposed General Plan Update nor the proposed Downtown Montebello Specific Plan contain goals, policies, or implementation programs related to archaeological resources. Consequently, damage to or destruction of known or previously unknown archaeological resources could occur because of the proposed Project. Therefore, mitigation measures are required.

Mitigation Measures

CUL-2 Phase I Archaeological Resources Study

For any discretionary project carried out under the proposed Project, a Phase I Archaeological Resources Study (Phase I) shall be prepared if the project will involve ground disturbance (unless the project site is within soils that can be reliably demonstrated as being non-native or artificial fill). If a project would solely involve the refurbishment of an existing building and no ground disturbance would occur, this measure would not be required. The study shall be performed by a qualified professional meeting the Secretary of the Interior's (SOI's) Professional Qualification Standards (PQS) for archaeology (National Park Service 1983). Methods shall include a pedestrian survey of the project site and sufficient background research and field sampling to determine whether archaeological resources may be present. Archival research shall include a records search of the South Central Coastal Information Center no more than two years old and a Sacred Lands File search with the Native American Heritage Commission. The Phase I technical report documenting the study shall include recommendations that must be implemented prior to and/or during construction to avoid or reduce impacts on archaeological resources. The Phase I shall be submitted to the City of Montebello, Planning & Community Development Department, Building and Safety Division for review and approval prior to the issuance of any grading or construction permits. Recommendations in the Phase I shall be made Conditions of Approval and shall be implemented throughout all ground disturbance activities.

CUL-3 Extended Phase I Testing

For any projects proposed within 100 feet of a known archaeological site and/or in areas identified as sensitive by a Phase I [Mitigation Measure CUL-2], the project applicant shall retain a qualified archaeologist to conduct an Extended Phase I (XPI) study to determine the presence/absence and extent of archaeological resources on the project site. XPI testing should comprise a series of shovel test pits and/or hand augured units and/or mechanical trenching to establish the boundaries of archaeological site(s) on the project site. If the boundaries of the archaeological site are already well understood from previous archaeological work, an XPI will not be required. If the archaeological resource(s) of concern are Native American in origin, the qualified archaeologist shall confer with local California Native American tribe(s).

All archaeological excavation shall be conducted by a qualified archaeologist(s) under the direction of a principal investigator meeting the SOI's PQS for archaeology (National Park Service 1983). If an XPI report is prepared, it shall be submitted to the Planning & Community Development Department, Building and Safety Planning Division for review and approval prior to the issuance of any grading or construction permits. Recommendations contained therein shall be implemented for all ground disturbance activities.

CUL-4 Archaeological Site Avoidance

Any identified archaeological sites (determined after implementing mitigation measures CUL-2 and/or CUL-3) shall be avoided by project-related construction activities, where feasible. A barrier (temporary fencing) and flagging shall be placed between the work location and any resources within 60 feet of a work location to minimize the potential for inadvertent impacts.

CUL-5 Phase II Site Evaluation

If the results of any Phase I and/or XPI (mitigation measures CUL-2 and/or CUL-3) indicate the presence of archaeological resources that cannot be avoided by the project (Mitigation Measure CUL-4) and that have not been adequately evaluated for the National Register of Historic Places or California Register of Historical Resources (CRHR) listing at the project site, the qualified archaeologist shall conduct a Phase II investigation (Phase II) to determine if intact deposits remain and if they may be eligible for the CRHR or qualify as unique archaeological resources. If the archaeological resource(s) of concern are Native American in origin, the qualified archaeologist shall confer with local California Native American tribe(s).

The Phase II evaluation shall include any necessary archival research to identify significant historical associations and mapping of surface artifacts, collection of functionally or temporally diagnostic tools and debris, and excavation of a sample of the cultural deposit. The sample excavation will characterize the nature of the sites, define the artifact and feature contents, determine horizontal and vertical boundaries, and retrieve representative samples of artifacts and other remains.

If the archeologist and, if applicable, a Native American monitor (see Mitigation Measure TCR-1 [Section 4.17, *Tribal Cultural Resources*]) or other interested tribal representative determine it is appropriate, cultural materials collected from the site shall be processed and analyzed in a laboratory according to standard archaeological procedures. The age of the materials shall be determined using radiocarbon dating and/or other appropriate procedures. Lithic artifacts, faunal remains, and other cultural materials shall be identified and analyzed according to current professional standards. The significance of the sites shall be evaluated according to the criteria of the CRHR. The results of the investigations shall be presented in a technical report following the standards of the California Office of Historic Preservation publication "Archaeological Resource Management Reports: Recommended Content and Format (1990 or latest edition)." The report shall be submitted to the City of Montebello for review and approval prior to the issuance of any grading or construction permits. Recommendations in the Phase II shall be implemented for all ground disturbance activities.

CUL-6 Phase III Data Recovery

Should the results of the Phase II site evaluation (Mitigation Measure CUL-5) yield resources that meet CRHR significance standards and if the resource cannot be avoided by project construction in accordance with CUL-4, the project applicant shall ensure that all feasible recommendations for mitigation of archaeological impacts are incorporated into the final design and approved by the City of Montebello prior to construction, through the development of a Phase III Data Recovery report (Phase III) program. Any necessary Phase III data recovery excavation, conducted to exhaust the data potential of significant archaeological sites, shall be carried out by a qualified archaeologist meeting the SOI PQS for archaeology according to a research design reviewed and approved by the City of Montebello prepared in advance of fieldwork and using appropriate archaeological field and laboratory methods consistent with the California Office of Historic Preservation Planning Bulletin 5 (1991), *Guidelines for Archaeological Research Design*, or the latest edition thereof. If the

archaeological resource(s) of concern are Native American in origin, the qualified archaeologist shall confer with local California Native American tribe(s). If applicable, a Native American monitor shall be present.

As applicable, the final Phase III Data Recovery reports shall be submitted to the City of Montebello, Planning & Community Development Department, Building and Safety Division prior to issuance of any grading or construction permit. Recommendations contained therein shall be implemented throughout all ground disturbance activities.

CUL-7 Cultural Resources Monitoring

If recommended by Phase I, XPI, Phase II, or Phase III studies [mitigation measures CUL-2, CUL-3, CUL-5, and/or CUL-6], the project applicant shall retain a qualified archaeologist to monitor project-related, ground-disturbing activities, subject to review and approval by the City of Montebello Planning & Community Development Department, Building and Safety Division. If archaeological resources are encountered during ground-disturbing activities, mitigation measures CUL-4 through CUL-6 shall be implemented, as appropriate.

CUL-8 Unanticipated Discovery of Archaeological Resources

If archaeological resources are encountered during ground-disturbing activities, work within 60 feet shall be halted and the project archaeologist meeting the SOI's PQS for archaeology shall immediately evaluate the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work may be warranted, such as data recovery excavation, to mitigate any significant impacts to historical resources. Any reports required to document and/or evaluate unanticipated discoveries shall be submitted to the City of Montebello Planning & Community Development Department, Building and Safety Division for review and approval. Recommendations contained therein shall be implemented throughout the remainder of ground disturbance activities.

Significance After Mitigation

Implementation of mitigation measures CUL-2 through CUL-8 would reduce impacts to archaeological resources to less than significant levels by ensuring the avoidance of archeological resources to the extent feasible, or by identifying, evaluating, and conducting data recovery of archaeological resources that may be impacted by future projects in a timely manner.

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| Threshold 3: Would the proposed Project disturb any human remains, including those interred outside of formal cemeteries? |
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THE DISCOVERY OF HUMAN REMAINS IS ALWAYS A POSSIBILITY DURING GROUND-DISTURBING ACTIVITIES. GROUND DISTURBANCE ASSOCIATED WITH DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT MAY DISTURB OR DAMAGE KNOWN OR UNKNOWN HUMAN REMAINS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH ADHERENCE TO EXISTING REGULATIONS.

Regulations exist to address the discovery of human remains. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made a determination of origin and disposition pursuant to PRC Section 5097.98. If an unanticipated discovery of human remains occurs, the county coroner must be notified immediately. If the human remains are determined to be of Native American origin, the coroner will notify the NAHC, which will determine and notify a most likely descendant, who shall

complete an inspection of the site and provide recommendations for treatment to the landowner within 48 hours of being granted access. With adherence to existing regulations, impacts would be less than significant.

Mitigation Measures

Because this impact would be less than significant due to implementation of required regulations, mitigation measures are not required.

Significance After Mitigation

Compliance with existing regulations would reduce proposed Project impacts to human remains to less than significant levels by ensuring proper identification and treatment of any human remains that may be present.

Cumulative Analysis

Cumulative development across the Plan Area could disturb areas that may potentially contain historical and archaeological resources. The potential for impacts from individual projects is generally site-specific and depends on the location and nature of each individual project. Individual projects implemented under the proposed Project would continue to be subject to applicable federal, state, and local requirements. As discussed above, individual projects implemented under the proposed Project have the potential to result in impacts to historical and archaeological resources. While mitigation would reduce impacts to archaeological resources to a less than significant level, and mitigation would reduce impacts to built environment historical resources to the greatest extent feasible, there is still the potential for impacts to built environment historical resources to be significant and unavoidable, even after mitigation. Therefore, the potential for cumulative impacts to historical resources is significant and unavoidable, and the proposed program's contribution to such impacts would be cumulatively considerable.

4.6 Energy

This section discusses the proposed Project's potential impacts relating to energy consumption. The physical environmental impacts associated with the generation of electricity and burning of fuels have been accounted for in Section 4.3, *Air Quality*, Section 4.8, *Greenhouse Gas Emissions* and Section 4.17, *Transportation*.

4.6.1 Environmental Setting

Energy consumption is directly related to environmental quality in that the consumption of nonrenewable energy resources releases criteria air pollutant and greenhouse gas (GHG) emissions into the atmosphere, which can have impacts related to biological resources and human health. The environmental impacts of air pollutant and GHG emissions associated with the proposed Project's energy consumption are discussed in detail in Chapter 4.3, *Air Quality*, and Chapter 4.8, *Greenhouse Gas Emissions*, respectively.

Fossil fuels are burned to create electricity to power homes and vehicles. Transportation energy use relates to the fuel efficiency of cars and trucks, and the availability and use of public transportation, the choice of different travel modes (auto, carpool, and public transit), and the miles traveled by these modes. Construction and routine operation and maintenance of residential and non-residential buildings also consume energy, typically in the form of natural gas and electricity.

a. Energy Supply

Natural gas-fired generation has dominated electricity production in California for many years. In 2021, however, the two largest sources of energy produced in California were crude oil at approximately 766 trillion British thermal units (Btu), and renewable energy sources at approximately 1,054 trillion Btu, while natural gas production was 161 trillion Btu and nuclear electric power was 172 trillion Btu (Energy Information Administration [EIA] 2021). Based on CEC's California Energy Demand Forecast, 2021-2035, Southern California Edison's (SCE) total energy to serve load for 2035 is 100,552 GWh and the net energy for load in 2035 will be 24,610 GWh of electricity in low-case demand scenario.

b. Energy Consumption and Sources

Total energy consumption in the United States in 2022 was approximately 100 quadrillion Btu. In 2022, petroleum provided approximately 36 percent of that energy, with other sources of energy coming from natural gas (approximately 33 percent), coal (approximately 10 percent), total renewable sources (approximately 13 percent), and nuclear power (approximately eight percent) (EIA 2023a). On a per capita basis in 2021, California was ranked the fourth lowest state in terms of total energy consumption (189 million Btu [MMBtu] per person), or about 36 percent less than the U.S. average per capita consumption of 295 MMBtu per person (EIA 2023b). The Plan Area contains approximately 100 active oil fields or oil wells (California Department of Conservation, Division of Oil, Gas & Geothermal Resources 2023). Additionally, there are no electricity-generating facilities in the proposed Plan Area.

Electricity

Most of the electricity generated in California is from natural gas-fired power plants, which provided approximately 42 percent of total electricity generated in 2022 (EIA 2023c). In 2021, California

produced 71 percent of the electricity it used and imported the rest from outside the state. In 2022, California used 287,220 gigawatt hours (GWh) of electricity, with 203,257 GWh produced in-state (California Energy Commission (CEC) 2023a). Los Angeles County consumed approximately 68,485 GWh of electricity in 2022 from residential and non-residential uses (CEC 2023b). Table 4.6-1 illustrates the County’s 2022 electricity consumption in comparison to statewide consumption and displays the County’s equivalent per capita energy consumption from its electricity demand. With a population of 9,834,503 in 2022 (Department of Finance [DOF] 2023), the County’s 2022 per capita electricity consumption was approximately 6,964 kWh, or approximately 24 million Btu.

Table 4.6-1 2022 Annual Electricity Consumption

| Jurisdiction | Electricity Use (GWh) | Proportion of Statewide Consumption | Consumption per Capita (kWh) | Consumption per Capita (MMBtu) |
|--------------------|-----------------------|-------------------------------------|------------------------------|--------------------------------|
| Los Angeles County | 68,485 | 23.8% | 6,964 | 23.76 |
| California | 287,826 | N/A | 7,365 | 25.13 |

GWh = gigawatt-hours; kWh = MMBtu = Million British Thermal Unit

Notes: For reference, the population of Los Angeles County (9,834,503 persons) is approximately 25.3 percent of the population of California (39,078,674 persons) (DOF 2023).

Source: CEC 2023b

New residential and commercial electricity accounts in the Plan Area would automatically be enrolled in SCE. SCE maintains more than 105,773 miles of distribution lines, and the system contains approximately 1.4 million electricity poles (SCE 2023a). SCE’s power mix in 2021 contained 31.4 percent renewable, 9.2 percent nuclear, and 22.3 percent natural gas (SCE 2023b). SCE provides electricity throughout the Plan Area and Southern California. According to the California Energy Demand Forecast, SCE is expected to have an annual electricity demand of between 100,552 GWh (low demand case) and 129,700 GWh (high demand case), with peak annual demand between 24,610 GWh and 28,854GWh in 2035 (CEC 2022a and 2022b). In conjunction with the utility companies, the California Public Utilities Commission (CPUC) is involved in energy conservation programs.

CPUC and CEC are constantly assessing population growth, electricity demand, and reliability. The CEC is tasked with conducting assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices. The CEC uses these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the state’s economy, and protect public health and safety (Public Resources Code Section 25301[a]).

Power plants that provide electricity for SCE are required to go through individual environmental review processes, which may be through the CEC’s certified regulatory program under CEQA, or through the CPUC’s CEQA processes. The CEC is continuously tracking potential projects 50 MW and larger (CEC 2023c). Similarly, the CPUC conducts and manages environmental review of infrastructure projects, including electric, gas, water, and telecommunications (CPUC 2023).

Natural Gas

California relies on out-of-state natural gas imports for nearly 90 percent of its natural gas supply (CEC 2023d). Los Angeles County as a whole consumed approximately 2.82 billion therms of natural gas in 2022 in both residential and non-residential uses (CEC 2023e). Table 4.6-2 illustrates the County’s 2022 natural gas consumption in comparison to statewide consumption and displays the

County’s equivalent per capita energy consumption from its natural gas demand. Los Angeles County’s 2022 per capita natural gas consumption was approximately 287 therms, or approximately 27 million Btu.

Table 4.6-2 2021 Annual Natural Gas Consumption

| Jurisdiction | Natural Gas Consumption (billion of U.S. therms) | Proportion of Statewide Consumption | Consumption per Capita (U.S. therms) | County per Capita Consumption (MMBtu) |
|--------------------|--|-------------------------------------|--------------------------------------|---------------------------------------|
| Los Angeles County | 2.82 | 24.1% | 287 | 26.7 |
| California | 11.71 | N/A | 300 | 29.9 |

MMBtu = Million British Thermal Unit

Notes: For reference, the population of Los Angeles County (9,834,503 persons) is approximately 25.3 percent of the population of California (39,078,674 persons) (DOF 2023)

Source: CEC 2023d

The Plan Area is in the natural gas service area of Southern California Gas (SoCalGas), which encompasses approximately 24,000 square miles in diverse terrain throughout Central and Southern California, from Visalia to the Mexican border (SoCalGas 2023). In 2022, SoCalGas customers consumed a total of 5 billion therms of natural gas. Residential users accounted for approximately 44 percent of SoCalGas’s natural gas consumption. Industrial and commercial users accounted for another 32 percent and 19 percent, respectively. The remainder was used for mining, construction, agricultural, and water pump accounts (CEC 2023f). In 2022, Los Angeles County users accounted for approximately 56 percent of SoCalGas’ total natural gas consumption across the entire service area.

The 2022 California Gas Report presents a comprehensive outlook for natural gas requirements and supplies for California through the year 2035. The report is prepared in even-numbered years, followed by a supplemental report in odd-numbered years, in compliance with CPUC Decision D.95-01-039. The projections contained in the California Gas Report are for long-term planning and do not necessarily reflect the day-to-day operational plans of the utilities (California Gas and Electric Utilities [CGEU] 2022).

California natural gas demand, statewide and utility-driven, is expected to decrease at a rate of 1.1 percent per year through 2035. The projected decline comes from less gas demand in the major market segment areas of residential, electric generation, commercial and wholesale markets. Total Statewide residential gas demand is projected to decrease at an annual average rate of 2.4 percent per year, a faster decline than the 1.7 percent annual rate of decline that had been forecasted in the 2020 Report. Electric generation demand is projected to decrease at an annual rate of 1.1 percent per year, which is a slightly less rapid rate than the 1.5 percent annual decline that had been forecasted in 2020. The statewide commercial demand is projected to decrease at an annual average rate of 1.8 percent per year, which is slightly more accelerated than the 1.5 percent annual decline from the 2020 California Gas Report. The aggregate statewide wholesale market segment is expected to decline at an annual average rate of 0.25 percent per year. The segments where growth in demand is expected are the natural gas vehicle sector and the industrial market segments. The industrial market segment and the natural gas vehicle sectors are expected to grow at an annual average rate of 0.16 percent and 2.3 percent per year over the forecast period. Stricter codes and standards coupled with more aggressive energy efficiency programs discussed in Section 4.5.2 are making a significant impact on the forecasted load for the residential, commercial, and industrial markets (CGEU 2022)

Petroleum

Petroleum fuels are generally purchased by individual users such as residents and employees. There are no petroleum refineries in the Plan Area (CEC 2023g), but there are approximately 16 gasoline stations in the Plan Area.

Energy consumed by the transportation sector accounts for roughly 34 percent of California’s energy demand, amounting to approximately 2,785 trillion Btu in 2021 (EIA 2023b). Petroleum-based fuels are used for approximately 85 percent of the state’s transportation activity (EIA 2023c). Most gasoline and diesel fuel sold in California for motor vehicles is refined in California to meet state-specific formulations required by the California Air Resources Board (CARB). California’s transportation sector, including on-road and rail transportation, consumed approximately 511 million barrels of petroleum fuels in 2021 (EIA 2023c).

As shown in Table 4.6-3, Los Angeles County consumed an estimated 3,070 million gallons of gasoline and 295 million gallons of diesel fuel in 2022 (CEC 2023c). The County’s annual per capita fuel consumption in 2022 consisted of 312 gallons of gasoline and 30 gallons of diesel fuel per person.

According to the CEC, one gallon of gasoline is equivalent to approximately 109,786 Btu, while one gallon of diesel is equivalent to approximately 127,460 Btu (Schremp 2017). Based on this formula, approximately 375 trillion Btu in transportation fuel were consumed per day in 2022 in Los Angeles County. As shown in Table 4.6-3, each person in Los Angeles County consumed approximately 37 million Btu in transportation fuel in 2022.

Table 4.6-3 2022 Annual Gasoline and Diesel Consumption

| Fuel Type | Los Angeles County (million gallons) | California (million gallons) | Proportion of Statewide Consumption | County per Capita Consumption (gallons) | County per Capita Consumption (MMBtu) |
|-----------|---|---------------------------------|---|---|---|
| Gasoline | 3,070 | 13,640 | 22.5% | 312 | 34 |
| Diesel | 295 | 2,290 | 12.9% | 30 | 3 |

Notes: The population of Los Angeles County is 9,834,503 persons (DOF 2023)

Source: CEC 2023c

Alternative Fuels for Motor Vehicles

A variety of alternative fuels are used to reduce petroleum-based fuel demand. The use of these fuels is encouraged through various statewide regulations and plans (e.g., Low Carbon Fuel Standard and Health and Safety Code Section 38566 [Senate Bill (SB) 32]). Conventional gasoline and diesel may be replaced, depending on the capability of the vehicle, with alternative fuels including those described below.

Hydrogen is being explored for use in combustion engines and fuel cell electric vehicles. The interest in hydrogen as an alternative transportation fuel stems from its clean-burning qualities, its potential for domestic production, and the fuel cell vehicle's potential for high efficiency (two to three times more efficient than gasoline vehicles). Currently, there are 45 open hydrogen refueling stations in California, but none in the Plan Area (California Fuel Cell Partnership 2023).

Biodiesel is a renewable alternative fuel that can be manufactured from vegetable oils, animal fats, or recycled restaurant greases. Biodiesel is biodegradable and cleaner-burning than petroleum-based diesel fuel. Biodiesel can run in any diesel engine generally without alterations but fueling

stations have been slow to make it available. There are 35 biodiesel refueling stations in California, three of which are in Los Angeles County. The nearest biodiesel refueling station is approximately 15 miles from the Planning Area at 150 S Diamond Bar Boulevard in Diamond Bar (U.S. Department of Energy 2023).

Electricity can be used to power electric and plug-in hybrid electric vehicles directly from the power grid. The electricity grid usually provides electricity used to power vehicles, which store it in the vehicle's batteries. Fuel cells are being explored to use electricity generated on board the vehicle to power electric motors. 29 electrical charging stations are available in the Plan Area (Plugshare 2023).

c. Energy and Fuel Efficiency

The demand for gasoline and diesel fuel is tied to population growth and the availability of mass transit. Fuel demand can be offset partially by efficiency improvements, land use policies that encourage infill and growth near transit centers (e.g., following SB 375, the Sustainable Communities and Climate Protection Act of 2008), improvements to fuel efficiency, and gradual replacement of the vehicle fleet with new, more fuel-efficient cars, all of which will reduce fuel use. In the future, increasing gasoline prices may apply downward pressure to gasoline demand in the state.

4.6.2 Regulatory Framework

a. Federal

Energy Policy and Conservation Act

Enacted in 1975, the Energy Policy and Conservation Act established fuel economy standards for new light-duty vehicles sold in the United States. The law placed responsibility on the National Highway Traffic and Safety Administration (NHTSA), a part of the United States Department of Transportation, for establishing and regularly updating vehicle standards. The United States Environmental Protection Agency (USEPA) administers the Corporate Average Fuel Economy (CAFE) program, which determines vehicle manufacturers' compliance with existing fuel economy standards.

National Energy Policy Act of 1992

The National Energy Policy Act of 1992 (EPACT92) calls for programs that promote efficiency and the use of alternative fuels. EPACT92 requires certain federal, state, and local governments and private operators to stock vehicle fleets with a percentage of light duty alternative fuel vehicles each year. In addition, EPACT92 has financial incentives: federal tax deductions will be allowed for businesses and individuals to cover the incremental cost of alternative fuel vehicles. EPACT92 also requires states to consider a variety of incentive programs to help promote alternative fuel vehicles.

Energy Policy Act of 2005

The Energy Policy Act of 2005 provides renewed and expanded tax credits for electricity generated by qualified energy sources, such as landfill gas; provides bond financing, tax incentives, grants, and loan guarantees for clean renewable energy and rural community electrification; and establishes a federal purchase requirement for renewable energy.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act, enacted by Congress in 2007, is designed to improve vehicle fuel economy and help reduce the United States' dependence on foreign oil. It expands the production of renewable fuels, reducing dependence on oil and confronting climate change. Specifically, it does the following:

- Increases the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard that requires fuel producers to use at least 36 billion gallons of biofuel in 2022.
- Reduces United States demand for oil by setting a national fuel economy standard of 35 miles per gallon by 2020, an increase in fuel economy standards of 40 percent as compared to 2007 levels.

The Energy Independence and Security Act of 2007 also set energy efficiency standards for lighting (specifically light bulbs) and appliances. Development would also be required to install photosensors and energy-efficient lighting fixtures consistent with the requirements of 42 United States Code Section 17001 et seq.

Corporate Average Fuel Economy Standards

The CAFE standards are Federal rules established by the NHTSA that set fuel economy and greenhouse gas (GHG) emissions standards for all new passenger cars and light trucks sold in the United States. The CAFE standards generally become more stringent with time, reaching an estimated 38.3 miles per gallon for the combined industry-wide fleet for model year 2020 (77 Federal Register 62624 et seq. October 15, 2012 Table I-1). It is, however, legally infeasible for individual municipalities to adopt more stringent fuel efficiency standards. The Clean Air Act (42 United States Code Section 7543[a]) states that “no state or any political subdivision therefore shall adopt or attempt to enforce any standard relating to the control of emissions from new motor vehicles or new motor vehicle engines subject to this part.” In August 2016, the USEPA and NHTSA announced the adoption of the phase two programs related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018 through 2027 for certain trailers, and model years 2021 through 2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower carbon dioxide (CO₂) emissions by approximately 1.9 billion metric tons of CO₂ and reduce oil consumption by up to 3.9 billion barrels over the lifetime of the vehicles sold under the program (77 Federal Register 62665 et seq. October 15, 2012 Table I-22).

As of March 2020, NHTSA and USEPA finalized the rulemaking process to establish the Safer Affordable Fuel Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (SAFE Vehicles Rule). The SAFE Vehicles Rule would amend the existing CAFE standards such that the requirements for model years 2021 through 2026 are lowered to the 2020 standards of 43.7 mpg and 204 grams of CO₂ per mile for passenger cars and 31.3 mpg and 284 grams of CO₂ per mile for light duty trucks (83 Federal Register 42989 August 24, 2018 Table I-1 and Table I-2).

Energy Star Program

Energy Star is a voluntary labeling program introduced by USEPA to identify and promote energy-efficient products to reduce GHG emissions. The program applies to major household appliances, lighting, computers, and building components such as windows, doors, roofs, and heating and cooling systems. Under this program, appliances that meet specifications for maximum energy use

established under the program are certified to display the Energy Star label. In 1996, the USEPA joined with the Energy Department to expand the program, which now also includes certifying commercial and industrial buildings as well as homes (USEPA 2021).

Construction Equipment Fuel Efficiency Standard

USEPA sets emission standards for construction equipment. The first federal standards (Tier 1) were adopted in 1994 for all off-road engines over 50 horsepower and were phased in by 2000. A new standard was adopted in 1998 that introduced Tier 1 for all equipment below 50 horsepower and established the Tier 2 and Tier 3 standards. The Tier 2 and Tier 3 standards were phased in by 2008 for all equipment. The current iteration of emissions standards for construction equipment are the Tier 4 efficiency requirements, which are contained in 40 Code of Federal Regulations Parts 1039, 1065, and 1068. Emissions requirements for new off-road Tier 4 vehicles were completely phased in by the end of 2015.

a. State

Warren-Alquist Act

The 1975 Warren-Alquist Act established the California Energy Resources Conservation and Development Commission, now known as the CEC. The Act established a State policy to reduce wasteful, uneconomical, and unnecessary uses of energy by employing a range of measures. The CPUC regulates privately owned utilities in the energy, rail, telecommunications, and water fields.

California Energy Plan

The CEC is responsible for preparing the California Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The 2008 California Energy Plan calls for the state to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies several strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero-emission vehicles and addressing their infrastructure needs, as well as encouragement of urban designs that reduce vehicle miles travelled (VMT) and accommodate pedestrian and bicycle access.

Assembly Bill 2076: Reducing Dependence on Petroleum

Pursuant to Assembly Bill (AB) 2076 (Chapter 936, Statutes of 2000), the CEC and CARB prepared and adopted a joint-agency report, *Reducing California's Petroleum Dependence*, in 2003. Included in this report are recommendations to increase the use of alternative fuels to 20 percent of on-road transportation fuel use by 2020 and 30 percent by 2030, significantly increase the efficiency of motor vehicles, and reduce per capita VMT. One of the performance-based goals of AB 2076 is to reduce petroleum demand to 15 percent below 2003 demand. Furthermore, in response to the CEC's 2003 and 2005 *Integrated Energy Policy Reports*, the Governor directed the CEC to take the lead in developing a long-term plan to increase alternative fuel use.

Integrated Energy Policy Report

Senate Bill 1389 (Chapter 568, Statutes of 2002) required the CEC to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and

distribution, demand, and prices. The CEC uses these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the state’s economy, and protect public health and safety. The most recent assessment, the *2021 Integrated Energy Policy Report*, highlights the implementation of California’s innovative policies and the role they have played in establishing a clean energy economy and provides more detail on several key energy policies, including decarbonizing buildings, increasing energy efficiency savings, and integrating more renewable energy into the electricity system (CEC 2022d).

California Renewable Portfolio Standard and Senate Bill 100

Established in 2002 under SB 1078, and accelerated by SB 107 (2006), SB X 1-2 (2011), and SB 100 (2018), California’s Renewable Portfolio Standard (RPS) obligates investor-owned utilities, energy service providers, and community choice aggregators to procure 33 percent total retail sales of electricity from renewable energy sources by 2020, 60 percent by 2030, and 100 percent by 2045. SB 100 also states “that it is the policy of the state that eligible renewable energy resources and zero-carbon resources supply 100 percent of retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045.” The CPUC and the CEC are jointly responsible for implementing the program. Electricity users in Montebello are automatically enrolled in SCE, which has options of “SCE Green Rate 50%” (50 Percent from renewable sources) and “SCE Green Rate 100% Option” (100 percent renewable) (SCE 2023b).

Senate Bill 350: Clean Energy and Pollution Reduction Act of 2015

The Clean Energy and Pollution Reduction Act of 2015 (SB 350) requires the amount of electricity generated and sold to retail customers per year from eligible renewable energy resources to be increased to 50 percent by December 31, 2030. The Act also requires doubled energy efficiency savings in electricity and natural gas for retail customers through increased efficiency and conservation by December 31, 2030.

Assembly Bill 1493: Reduction of Greenhouse Gas Emissions

Assembly Bill 1493 (Chapter 200, Statutes of 2002), known as the Pavley bill, amended Health and Safety Code sections 42823 and 43018.5 requiring CARB to develop and adopt regulations that achieve maximum feasible and cost-effective reduction of GHG emissions from passenger vehicles, light-duty trucks, and other vehicles used for noncommercial personal transportation in California.

Implementation of new regulations prescribed by AB 1493 required that the state apply for a waiver under the federal Clean Air Act. Although the USEPA initially denied the waiver in 2008, the USEPA approved a waiver in June 2009, and in September 2009, CARB approved amendments to its initially adopted regulations to apply the Pavley standards that reduce GHG emissions to new passenger vehicles in model years 2009 through 2016. According to CARB, implementation of the Pavley regulations is expected to reduce fuel consumption while also reducing GHG emissions.

Energy Action Plan

The first Energy Action Plan (EAP) emerged in 2003 from a crisis atmosphere in California’s energy markets. The State’s three major energy policy agencies (CPUC, CEC, and the Consumer Power and Conservation Financing Authority [established under deregulation and now defunct]) came together to develop one high-level, coherent approach to meeting California’s electricity and natural gas needs. It was the first time that energy policy agencies formally collaborated to define a common

vision and set of strategies to address California's future energy needs. They emphasized the importance of the impacts of energy policy on California's environment.

In the October 2005 EAP II, the CEC and CPUC updated their energy policy vision by adding some important dimensions to the policy areas included in the original EAP, such as the emerging importance of climate change, transportation-related energy issues, and research and development activities. The CEC adopted an update to the EAP II in February 2008 that supplements earlier EAPs and examines the State's ongoing actions in the context of global climate change.

Assembly Bill 1007: State Alternative Fuels Plan

AB 1007 (Chapter 371, Statutes of 2005) required the CEC to prepare a State plan to increase the use of alternative fuels in California. The CEC prepared the State Alternative Fuels Plan (SAF Plan) in partnership with CARB and in consultation with other State, federal, and local agencies. The SAF Plan presents strategies and actions California must take to increase the use of alternative, nonpetroleum fuels in a manner that minimizes costs to California and maximizes the economic benefits of in-state production. The SAF Plan assessed various alternative fuels and developed fuel portfolios to meet California's goals to reduce petroleum consumption, increase alternative fuel use, reduce GHG emissions, and increase in-state production of biofuels without causing a significant degradation of public health and environmental quality.

Bioenergy Action Plan, Executive Order S-06-06

Executive Order (EO) S-06-06, April 25, 2006, establishes targets for the use and production of biofuels and biopower, and directs State agencies to work together to advance biomass programs in California while providing environmental protection and mitigation. The EO establishes the following target to increase the production and use of bioenergy, including ethanol and biodiesel fuels made from renewable resources: produce a minimum of 20 percent of its biofuels in California by 2010, 40 percent by 2020, and 75 percent by 2050. EO S-06-06 also calls for the State to meet a target for use of biomass electricity. The 2011 Bioenergy Action Plan identifies those barriers and recommends actions to address them so that the State can meet its clean energy, waste reduction, and climate protection goals. The 2012 Bioenergy Action Plan updates the 2011 Plan and provides a more detailed action plan to achieve the following goals:

1. Increase environmentally and economically sustainable energy production from organic waste
2. Encourage development of diverse bioenergy technologies that increase local electricity generation, combined heat and power facilities, renewable natural gas, and renewable liquid fuels for transportation and fuel cell applications
3. Create jobs and stimulate economic development, especially in rural regions of the State
4. Reduce fire danger, improve air and water quality, and reduce waste

2022 Scoping Plan

CARB published the Final 2022 Climate Change Scoping Plan in November 2022 (CARB 2022). The 2022 Update builds upon the framework established by the 2008 Climate Change Scoping Plan and previous updates while identifying a new, technologically feasible, cost-effective, and equity-focused path to achieve California's climate target. The 2022 Update includes policies to achieve a significant reduction in fossil fuel combustion, further reductions in short-lived climate pollutants, support for sustainable development, increased action on natural and working lands (NWL) to reduce emissions and sequester carbon, and the capture and storage of carbon. The 2022 Scoping

Plan would reduce demand for liquid petroleum by 94 percent and total fossil fuel by 86 percent in 2045 relative to 2022.

Title 24, California Code of Regulations

The California Code of Regulations (CCR) Title 24 is referred to as the California Building Standards Code. It consists of a compilation of several distinct standards and codes related to building construction including plumbing, electrical, interior acoustics, energy efficiency, and handicap accessibility for persons with physical and sensory disabilities. The current iteration is the 2022 Title 24 standards. The California Building Standards Code's energy-efficiency and green building standards are outlined below.

PART 6 (BUILDING ENERGY EFFICIENCY STANDARDS)

CCR Title 24, Part 6 is the Building Energy Efficiency Standards or California Energy Code. This code, originally enacted in 1978, establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California's energy demand. New construction and major renovations must demonstrate their compliance with the current Energy Code through submittal and approval of a Title 24 Compliance Report to the local building permit review authority and the CEC. The 2022 Title 24 standards are the applicable building energy efficiency standards for the project because they became effective on January 1, 2023.

CALIFORNIA GREEN BUILDING STANDARDS CODE (2022), CCR TITLE 24, PART 11

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11, first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 California Building Standards Code). The 2022 CALGreen includes mandatory minimum environmental performance standards for all ground-up new construction of residential and non-residential structures. It also includes voluntary tiers with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory CALGreen standards and may adopt additional amendments for stricter requirements.

The mandatory standards require:

- 20 percent reduction in indoor water use relative to specified baseline levels¹
- Waste Reduction
 - Non-residential and multi-family dwellings with five or more units: Provide readily accessible areas identified for the depositing, storage and collection of nonhazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastic, organic waste, and metals; and/or
 - Non-residential: Reuse and/or recycling of 100 percent of trees, stumps, rocks, and associated vegetation soils resulting from primary land clearing
- Inspections of energy systems to ensure optimal working efficiency

¹ Similar to the compliance reporting procedure for demonstrating Energy Code compliance in new buildings and major renovations, compliance with the CALGreen water-reduction requirements must be demonstrated through completion of water use reporting forms. Buildings must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CALGreen or a reduced per-plumbing-fixture water use rate.

- Low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particleboards
- Electric Vehicle (EV) Charging for New Construction:²
 - One- and two-family dwellings and town houses with attached private garages: Dedicated circuitry to facilitate installation of electric vehicle (EV) charging;
 - Multi-family dwellings and hotels/motels with less than 20 units/rooms: Designation of at least 10 percent of the total number of parking spaces shall be EV capable and at least 25 percent of the total number of parking spaces shall be EV-ready;
 - Multi-family dwellings and hotels/motels with greater than 20 units/rooms: Designation of at least 10 percent of the total number of parking spaces shall be EV capable, at least 25 percent of the total number of parking spaces shall be EV-ready, and at least 5 percent of the total number of parking spaces shall be equipped with a Level 2 charging station;
 - Non-residential land uses shall comply with the following EV charging requirements based on the number of passenger vehicle parking spaces:
 - 0-9: no EV capable spaces or charging stations required
 - 10-25: 4 EV capable spaces but no charging stations required
 - 26-50: 8 EV capable spaces of which 2 must be equipped with charging stations
 - 51-75: 13 EV capable spaces of which 3 must be equipped with charging stations
 - 76-100: 17 EV capable spaces of which 4 must be equipped with charging stations
 - 101-150: 25 EV capable spaces of which 6 must be equipped with charging stations
 - 151-200: 35 EV capable spaces of which 9 must be equipped with charging stations
 - More than 200: 20 percent of the total available parking spaces of which 25 percent must be equipped with charging stations
 - Non-residential land uses shall comply with the following EV charging requirements for medium- and heavy-duty vehicles: warehouses, grocery stores, and retail stores with planned off-street loading spaces shall install EV supply and distribution equipment, spare raceway(s) or busway(s) and adequate capacity for transformer(s), service panel(s), or subpanel(s) at the time of construction based on the number of off-street loading spaces as indicated in Table 5.106.5.4.1 of the California Green Building Standards
- Bicycle Parking:
 - Non-residential short-term bicycle parking for projects anticipated to generate visitor traffic: permanently anchored bicycle racks within 200 feet of visitor entrance for 5 percent of new visitor motorized vehicle parking spaces with a minimum of one 2-bike capacity rack; and/or
 - Non-residential buildings with tenant spaces of 10 or more employees/tenant-occupants: secure bicycle parking for 5 percent of the employee/tenant-occupant vehicle parking spaces with a minimum of one bicycle parking facility

² EV Capable = a vehicle space with electrical panel space and load capacity to support a branch circuit and necessary raceways to support EV charging; EV-ready = a vehicle space which is provided with a branch circuit and any necessary raceways to accommodate EV charging stations, including a receptacle for future installation of a charger (see 2022 California Green Building Standard Code, Title 24 Part 11 for full explanation of mandatory measures, including exceptions).

- **Shade Trees (Non-Residential):**
 - Surface parking: minimum No. 10 container size or equal shall be installed to provide shade over 50 percent of the parking within 15 years (unless parking area covered by appropriate shade structures and/or solar)
 - Landscape areas: minimum No. 10 container size or equal shall be installed to provide shade of 20 percent of the landscape area within 15 years; and/or
 - Hardscape areas: minimum No. 10 container size or equal shall be installed to provide shade of 20 percent of the landscape area within 15 years (unless covered by applicable shade structures and/or solar or the marked area is for organized sports activities)

The voluntary standards require:

- Deconstruct existing buildings and reuse applicable salvaged materials;
- Residential – Cool Roofs: have a thermal mass over the roof membrane, including green roofs weighing a minimum of 25 pounds per square foot or roof areas covered by solar photovoltaic panels and building integrated solar thermal panels;
- Residential – Reduce nonroof heat island for 50 percent of sidewalks, patios, driveways or other paved areas;
- One- and two-family dwelling units and townhouses with attached garages: install a dedicated 208/250-volt branch circuit for EV charging;
- Residential Bicycle Parking:
 - Multi-family/hotel/motel short-term parking: provide permanently anchored bicycle racks within 100 feet of visitor’s entrance for 5 percent of visitor motorized vehicle parking capacity (minimum one 2-bike capacity rack);
 - Multi-family buildings long-term parking: provide acceptable on-site bicycle parking for at least one bicycle per every two dwelling units; and/or
 - Hotel/motel long-term parking: provide one acceptable on-site bicycle parking space for every 25,000 square feet but not less than two spaces.
- Deconstruct existing buildings and reuse applicable salvaged materials
- Tier I
 - Stricter energy efficiency requirements
 - Stricter water conservation requirements for specific fixtures
 - minimum 65 percent reduction in construction waste with third-party verification, Minimum 10 percent recycled content for building materials
 - Minimum 20 percent permeable paving
 - Minimum 20 percent cement reduction
 - Multi-family developments/hotels/motels: minimum 35 percent of total parking spaces shall be EV ready and for projects with 20 or more dwelling units/rooms a minimum of 10 percent of the total number of parking spaces shall be equipped with EV charging stations.
- Tier II
 - Stricter energy efficiency requirements
 - Stricter water conservation requirements for specific fixtures
 - Minimum 75 percent reduction in construction waste with third-party verification

- Minimum 15 percent recycled content for building materials
- Minimum 30 percent permeable paving
- Minimum 25 percent cement reduction
- Multi-family developments/hotels/motels: minimum 40 percent of total parking spaces shall be EV ready and for projects with 20 or more dwelling units/rooms, a minimum of 15 percent of the total number of parking spaces shall be equipped with EV charging stations.

Advanced Clean Trucks Regulation

On June 25, 2020, CARB approved the Advanced Clean Trucks Regulation, which requires truck manufacturers (any manufacturer that certifies vehicles over 8,500 pounds gross vehicle weight rating) with sales in California to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024. By 2045, all new trucks sold in California must be zero-emission.

a. Local

Montebello Municipal Code

Montebello's Municipal Code Chapter 15.04I, California Building Code (CBC), adopts the California Green Building Standards Code, 2022 edition, as published in Part 11 of Title 24 of the California Code of Regulations, and described above.

4.6.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

Public Resources Code Section 21100(b)(3) states that an EIR shall include "mitigation measures proposed to minimize significant effects on the environment, including, but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy." The physical environmental impacts associated with the use of energy, including the generation of electricity and burning of fuels, have been accounted for in Chapter 4.3, *Air Quality*, and Chapter 4.8, *Greenhouse Gas Emissions*.

Energy consumption is categorized herein in terms of "direct" and "indirect" energy. Direct energy accounts for energy consumed during operation of the transportation system and land use scenario envisioned under the proposed Project, such as fuel consumed by vehicles, natural gas consumed for heating and/or power, and electricity consumed for power. Indirect energy is the energy needed for construction and maintenance of the transportation system and land use scenario envisioned under the proposed Project. The analysis of direct energy involves the quantification of anticipated transportation fuel, natural gas, and electricity consumption of development carried out under the proposed Project and a qualitative discussion of the efficiency, necessity, and wastefulness of the energy consumption. Analysis of indirect energy involves a qualitative discussion of construction and maintenance energy requirements of development carried out under the proposed Project.

Development carried out under the proposed Project would generate direct energy consumption from the use transportation fuel by the anticipated growth of residential and commercial land uses under the proposed Project. Currently, there is not sufficient detail regarding new development anticipated under the proposed Project; therefore, growth assumptions for direct energy impacts

have been used to estimate energy usage for development expected to be carried out under the proposed Project.

For 2045 natural gas and electricity consumption for development expected to be carried out under the proposed Project, consumption factors were drawn from the California Emissions Estimator Model (CalEEMod) Version 2022.1. The CalEEMod data is provided as Appendix C. Transportation fuel, natural gas, and electricity per capita consumption in 2045 is presented in comparison to 2018 per capita consumption for informational purposes.

Significance Thresholds

Appendix G of the CEQA Guidelines considers a project to have a significant impact on energy resources if the project would do either of the following:

- Result in wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency

a. Project and Cumulative Impacts

Threshold 1: Would the proposed Project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Impact E-1 **BECAUSE THE PROPOSED PROJECT WOULD PROMOTE URBAN INFILL AND CREATE DIVERSE AND WALKABLE NEIGHBORHOODS, NEITHER CONSTRUCTION NOR OPERATION OF REASONABLY FORESEEABLE DEVELOPMENT UNDER THE PROPOSED PROJECT WOULD RESULT IN A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO THE WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

Reasonably foreseeable development carried out under the proposed Project would use nonrenewable and renewable resources for construction and operation, as discussed below.

Construction Energy Demand

Reasonably foreseeable development carried out under the proposed Project is anticipated to require demolition, site preparation and grading, including hauling material off-site; pavement and asphalt installation; building construction; architectural coating; and landscaping and hardscaping. During construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on construction sites, construction worker travel to and from construction sites, and vehicles used to deliver materials to construction sites.

Energy use during construction would be temporary in nature and construction equipment used would be typical of similar-sized construction projects in the region. In addition, construction contractors would be required to comply with the provisions of California Code of Regulations Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes, which would minimize unnecessary fuel consumption. Furthermore, per applicable regulatory requirements such as 2022 CALGreen, development under the proposed Project would comply with construction waste management practices to divert a minimum of 65 percent of construction debris. These practices would result in efficient use of energy necessary to construct reasonably foreseeable development under the

proposed Project. In the interest of cost-efficiency, construction contractors also would not utilize fuel in a manner that is wasteful or unnecessary. Overall, construction for development under the proposed Project would be temporary and typical of that associated with development throughout the region. Therefore, reasonably foreseeable development under the proposed Project would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and the construction-phase impact related to energy consumption would be less than significant.

Operational Energy Demand

Operation of reasonably foreseeable development under the proposed Project would contribute to regional energy demand by consuming electricity, natural gas, and gasoline and diesel fuels. Natural gas and electricity would be used for heating and cooling systems, lighting, and appliances, among other purposes. Gasoline and diesel consumption would be associated with vehicle trips generated by customers and employees.

All new development in Montebello would be required to comply with all standards set in the latest iteration of the California Building Standards Code (California Code of Regulations Title 24), which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources by the built environment during operation. California's CALGreen standards (California Code of Regulations Title 24, Part 11) require implementation of energy-efficient light fixtures and building materials into the design of new construction projects. Furthermore, the 2022 Building Energy Efficiency Standards (California Code of Regulations Title 24, Part 6) require newly constructed buildings to meet energy performance standards set by the CEC. These standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not result in wasteful, inefficient, or unnecessary consumption of energy.

The proposed Project includes the following policies that avoid and/or decrease environmental impacts from wasteful, inefficient, or and unnecessary consumption of energy resources:

- P2.3 Maximize future Light Rail Stop with TOD Planning.**
- P2.7 Encourage urban infill and compact development.**
- P3.2 Direct growth and redevelopment to the Downtown Area.**
- P3.4 New development will create diverse and walkable neighborhoods.**
- P4.1 Support and promote walking, biking, and other nonvehicular modes as an alternative to driving within Montebello.**
- P4.2 Promote the use of public transit through high quality local and regional transit service and facilities.**
- P4.3 Foster multimodal accessibility between transit services and destinations within the city.**
- P4.4 Manage parking and develop curbside regulations to balance the needs for parking, passenger loading, and commercial loading while avoiding negative effects to the walking, biking, and transit experience.**
- P4.5 Provide a network of complete streets that are safe and accessible for all transportation modes and users, including those with impaired mobility, with a system of multimodal and context-appropriate roadways that support a shift to alternative travel modes and a reduction in VMT.**
- P4.6 Balance local and regional vehicular throughput needs, as well as their effects on other modes of travel.**

- P4.7 Prioritize the safety of all modes and users when designing and developing the citywide transportation network.**
- P4.8 Ensure the City’s transportation network and planning efforts incorporate new transportation technologies while also preparing for the needs of potential future technologies and modes.**
- P5.2 Create a multimodal transportation system that encourages active living and healthy lifestyles in all areas of the City across a broad spectrum of ages, interests, and abilities.**
- P7.2 Ensure the maximum distance between residents’ homes and the nearest public park is ½ mile.**

Furthermore, the proposed Project’s proposed land use changes would increase housing density and encourage mixed-use development near existing commercial uses and existing transit stops, which would facilitate the use of transit and alternative transportation modes such as walking and biking. As discussed in Chapter 4.17, *Transportation*, the City’s daily VMT under the 2045 proposed Project scenario would be approximately 22.07 VMT per service population, which would be a decrease from the City’s 2023 VMT of 27.2 VMT per service population. The proposed General Plan Update includes various policies, including P3.2 and P3.4 listed above, which would promote re-use, infill, and mixed-use development, thereby promoting reductions in VMT. Therefore, the proposed Project would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy. Impacts would be less than significant.

Mitigation Measures

Implementation of policies from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.

| |
|---|
| Threshold 2: Would the proposed Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? |
|---|

Impact E-2 THE PROPOSED PROJECT INCLUDES POLICIES IN THE PROPOSED GENERAL PLAN UPDATE THAT PROMOTE ENERGY EFFICIENT AND RENEWABLE ENERGY DEVELOPMENT IN THE PLAN AREA. THEREFORE, THE PROPOSED PROJECT WOULD NOT CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY, AND THERE WOULD BE NO IMPACT.

The proposed General Plan Update includes policies that would reduce carbon emissions and increase renewable energy and efficiency. As described under Impact E-1, the proposed Project would comply with CALGreen, and the Building Energy Efficiency Standards, as mentioned in Section 4.6.2, *Regulatory Setting*. The City of Montebello does not have an adopted Climate Action Plan or other adopted energy conservation plans applicable to the Plan Area or proposed Project. Therefore, the proposed Project would result in no impact related to an inconsistency with City-adopted energy conservation plans.

The proposed Project includes implementation of policies to reduce energy use and increase energy efficiency throughout the Plan Area, such as P1.6, P2.3, P2.7, P3.2, as described under Impact E-1.

These policies would improve the efficient use of energy by methods such as prioritizing alternative modes of transportation and the use of alternative fuel vehicles. Implementation of policies in the proposed General Plan Update would minimize potential conflicts with adopted energy conservation plans. Therefore, the proposed Project would not conflict with or obstruct adopted plans for renewable energy or energy efficiency, and there would be no impact.

Cumulative Impacts

By its nature, a general plan considers cumulative impacts insofar as it considers cumulative development that could occur within a city's plan area. The impacts discussed in this chapter of the EIR are cumulative in nature. This chapter of the EIR compares energy use at regional, state, and national levels. All state and federal regulations that apply to the proposed Project will also apply to all other development outside the proposed Plan Area. Policies similar to those of the proposed General Plan Update, but in other jurisdictions, would apply to development outside the Plan Area, as would local regulations relating to energy consumption in other jurisdictions. For all these reasons, the impacts discussed in this section are cumulative in nature and the proposed Project, which has been found to have less than significant impacts related to energy, would not make a substantial contribution to cumulative energy impacts.

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4.7 Geology and Soils

This section of the EIR analyzes the proposed Project's potential physical environmental effects related to seismic hazards, underlying soil characteristics, slope stability, erosion, and paleontological resources. Data used to prepare this section was obtained from the California Department of Conservation (DOC), the United States Geological Survey (USGS), and other sources.

4.7.1 Environmental Setting

a. Regional Topography

Montebello (the Plan Area) is in central Los Angeles County, approximately nine miles southeast of downtown Los Angeles and 19 miles inland from the Pacific Ocean. The Plan Area is generally flat with hills in the northern portion of the Plan Area, as shown in Figure 4.7-1. The Plan Area has a mean elevation of 203 feet above sea level. The Rio Hondo River flows southward along the eastern boundary of the Plan Area.

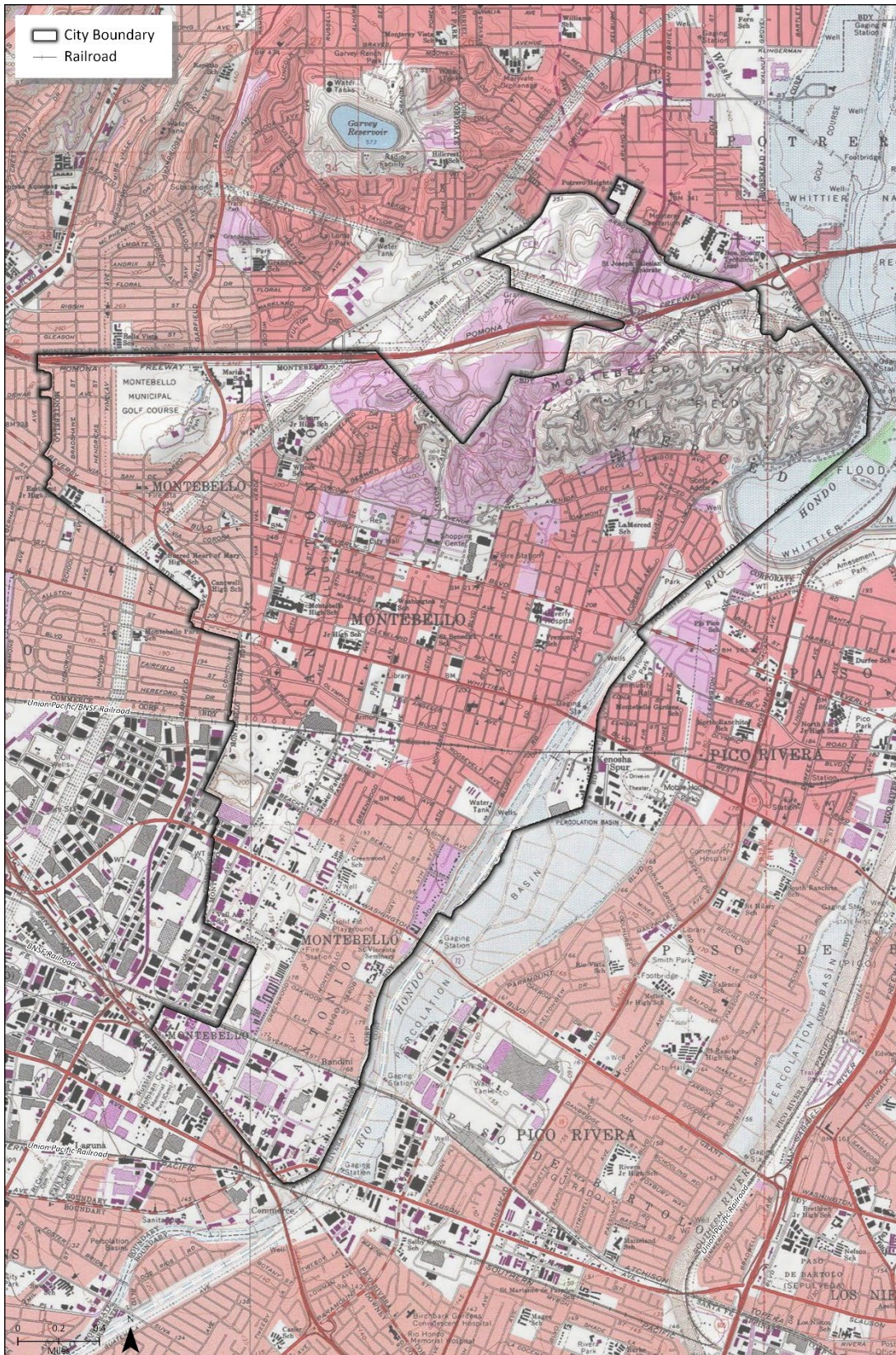
b. Regional Geologic Setting

The Plan Area is in the Peninsular Ranges geomorphic province, one of the eleven geomorphic provinces of California (California Geological Survey 2002). In general, the Peninsular Ranges consist of northwest-southeast trending mountain ranges and faults (Norris and Webb 1990). These mountains are generally comprised of Mesozoic to Cenozoic plutonic and extrusive igneous and Cretaceous marine sedimentary rocks. More specifically, Montebello is within the Los Angeles Basin, which lies at the northern edge of the Peninsular Ranges. The Los Angeles Basin is a sedimentary basin which contains many-kilometer-thick layers of Cenozoic marine and terrestrial sedimentary rocks and has undergone much deformation due to tectonic folding and faulting. The Plan Area is directly across the Rio Hondo from the Puente Hills, which are part of the Peninsular Ranges, as are the hills in the northern part of the Plan Area that continue northwest towards downtown Los Angeles.

c. Local Soil Types

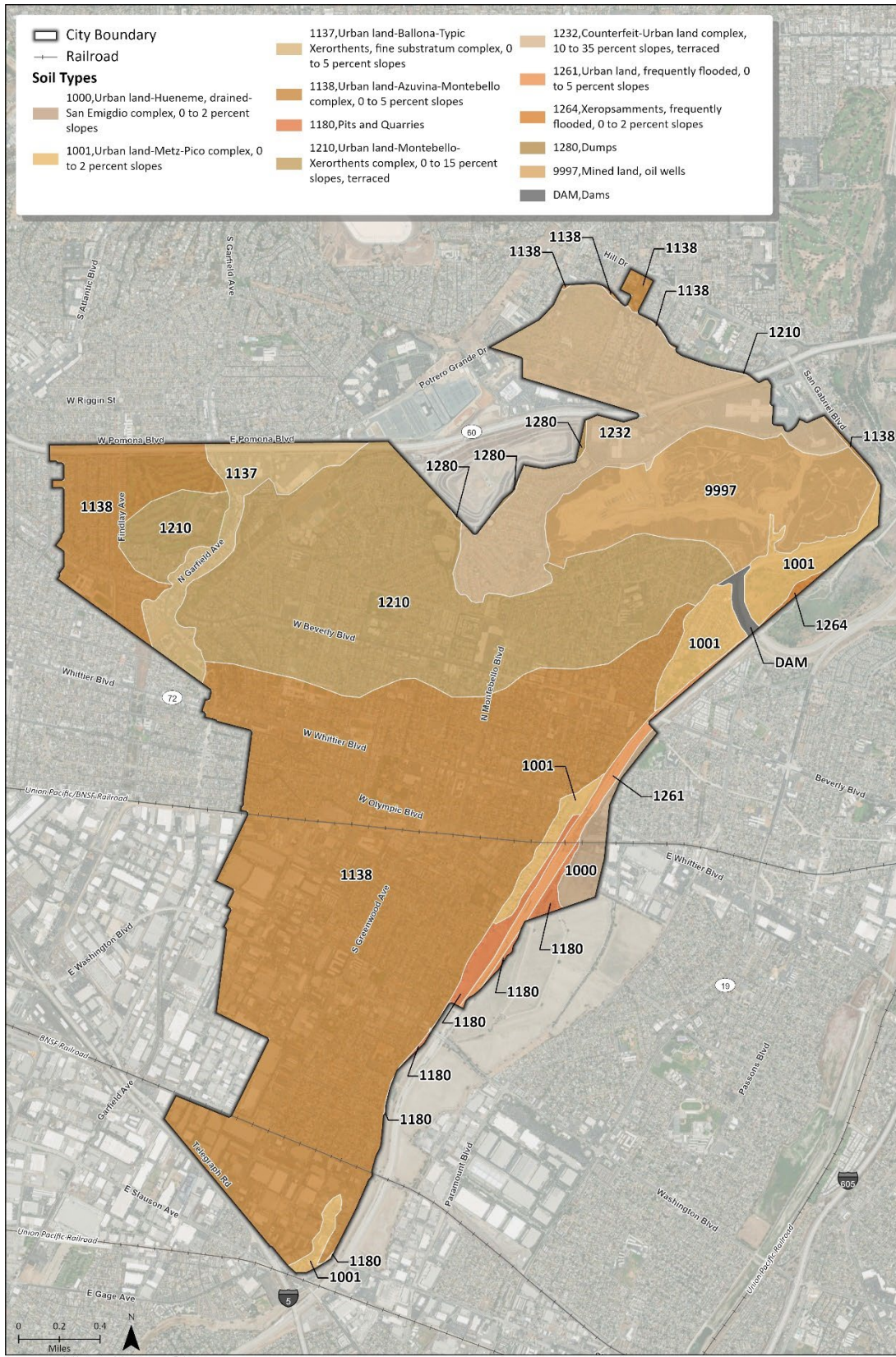
As shown in Figure 4.7-1, there are several soil types in the Plan Area. Most of the Plan Area is underlain by Montebello and Azuvina soil complexes, which include loam and silt loam. Other soils include loamy fine, sandy loam, and loam complexes and counterfeit-urban land, mined land and oil wells, pits and quarries, and dumps.

Figure 4.7-1 Topographic Map of Montebello



Basemap provided by National Geographic Society, Esri and their licensors © 2023.
The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.

Figure 4.7-2 Soil Types in Montebello



d. Seismic Setting

The U.S. Geological Survey defines active faults as those that have had surface displacement in Holocene time (about the last 11,000 years). Surface displacement can be recognized by the existence of cliffs in alluvium, terraces, offset stream courses, fault troughs and saddles, the alignment of depressions, sag ponds, and the existence of steep mountain fronts. Potentially active faults are ones that have had surface displacement during the last 1.6 million years. Inactive faults have not had surface displacement in the last 1.6 million years.

Faults generally produce damage in two ways: surface rupture and seismically induced ground shaking. Surface rupture is limited to areas very near the fault, while ground shaking can affect a wider area. The locations of some of the faults closest to the Plan Area are shown in Figure 4.7-3. While the Plan Area is near several active faults, no active faults are known or suspected to traverse the Plan Area, and the Plan Area is not in a special seismic zone established by the Alquist-Priolo Special Studies Zones Act of 1972 (DOC 2023). Seismic activity from nearby faults, including those that together form the East Montebello Fault, Upper Elysian Park Fault, Lower Elysian Park Thrust, and Puente Hills Blind Thrust, could cause substantial damage from ground shaking in the event of a major earthquake, but little or no damage is expected from surface rupture due to the absence of faults in the Plan Area.

Several major faults in the larger southern California region, including the San Andreas Fault, have the potential to cause substantial damage in the event of a major earthquake. The San Andreas Fault, which is expected to be the source of a major earthquake with a Richter magnitude exceeding 8.0 within the next 30 years, is located approximately 41 miles northeast of the Plan Area.

e. Seismic and Soil-Related Hazards

As described above, faults generally produce damage in two ways: ground shaking and surface rupture. Seismically induced ground shaking covers a wide area and is greatly influenced by the distance of the site to the seismic source, soil conditions, and depth to groundwater. Surface rupture is limited to very near the fault. Other hazards associated with seismically induced ground shaking include earthquake-triggered landslides and tsunamis. Tsunamis and seiches are associated with ocean surges and inland water bodies, respectively. Neither of these hazards would affect Montebello because of the distance between Montebello and such bodies of water and because the City has a mean elevation of 203 feet above sea level. Soil related hazards include expansive soils, subsidence, settlement, liquefaction, and landslides. These types of hazards and the parts of Montebello most susceptible to them are discussed below.

Seismically Induced Ground-Shaking

Seismic ground-shaking could be experienced in the Plan Area due to seismic activity along faults in southern California, depending upon the location of the earthquake epicenter and the character and duration of the seismic event. Specific effects of a seismic event on the Plan Area would depend upon characteristics of the underlying soil and rock, as well as the building materials and techniques used in construction.

Figure 4.7-3 Fault Map of Montebello



Liquefaction

Liquefaction is defined as the sudden loss of soil strength due to a rapid increase in soil pore water pressures resulting from seismic ground shaking. Liquefaction potential is dependent on such factors as soil type, depth to ground water, degree of seismic shaking, and the relative density of the soil. During ground shaking, the alluvial grains are packed into a tighter configuration. Pore water is squeezed from between the grains, increasing the pore pressure. As the pore pressure increases, the load bearing strength of the material decreases. When liquefaction of the soil occurs, buildings and other objects on the ground surface may tilt or sink, and lightweight buried structures (such as pipelines) may float toward the ground surface. Liquefied soil may be unable to support its own weight or that of structures that could result in loss of foundation bearing or differential settlement. As a result, structures built on this material can sink into the alluvium, buried structures may rise to the surface or materials on sloped surfaces may run downhill. Liquefaction may also result in cracks in the ground surface followed by the emergence of a sand-water mixture. Other effects of liquefaction include lateral spread, flow failures, ground oscillations, and loss of bearing strength. Liquefaction hazard areas in the Plan Area are depicted in Figure 4.7-4.

Lateral Spreading

Lateral spreading, which is closely related to liquefaction, occurs when a subsurface layer liquefies and gravitational and inertial forces cause the layer, and the overlying non-liquefied material, to move in a downslope direction. The potential for lateral spreading is highest in areas underlain by soft, saturated materials, especially where bordered by sloping banks or inclined planes to an adjacent open face bank or slope.

Lurching

Ground-lurching is the horizontal movement of soil, sediments, or fill located on relatively steep embankments or scarps as a result of seismic activity, forming irregular ground surface cracks. Like lateral spreading, the potential for lurching is highest in areas underlain by soft, saturated materials, especially where bordered by steep banks or adjacent hard ground.

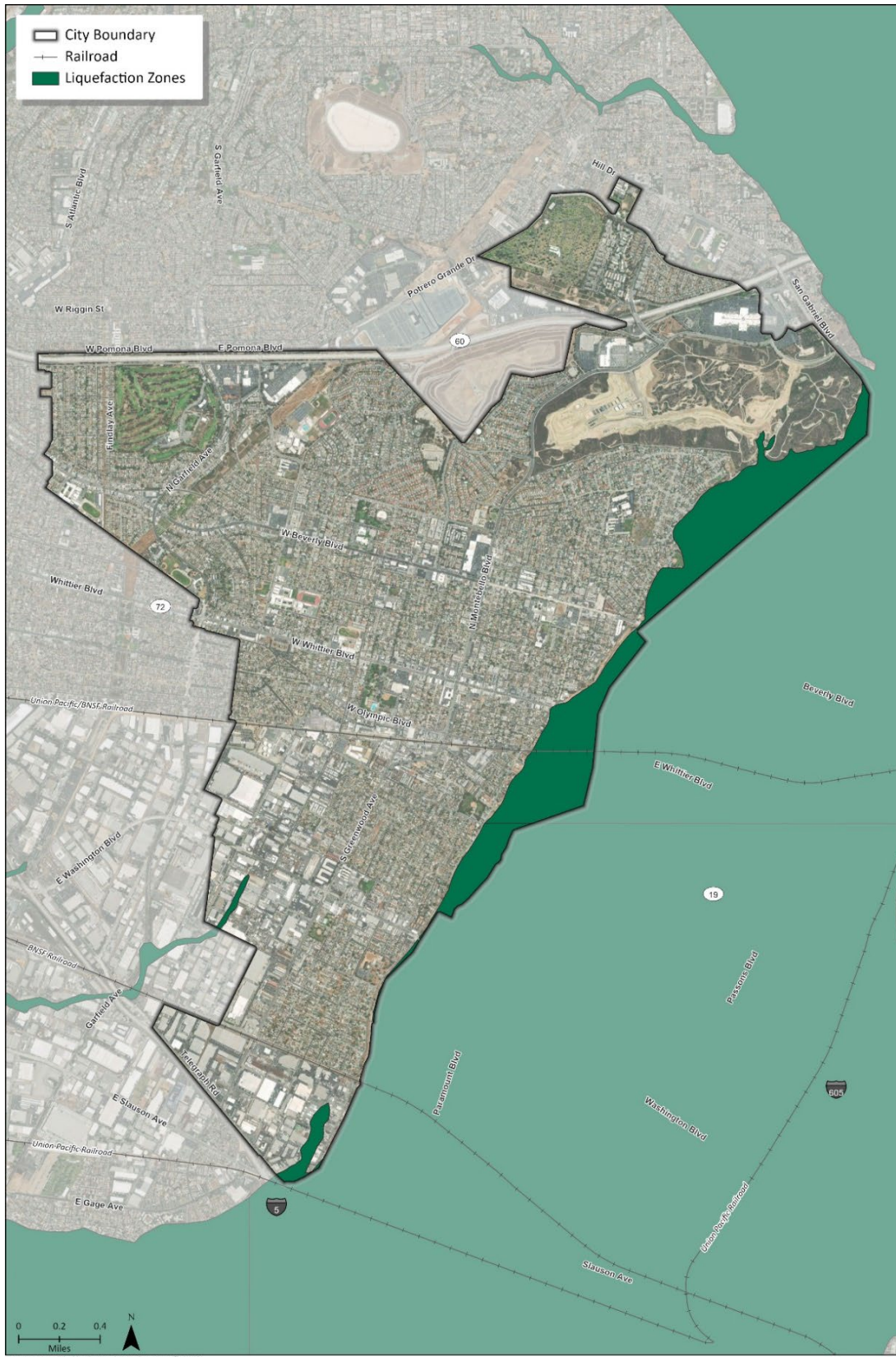
Dam Inundation

The Rio Hondo Dam is located in the northeastern portion of Montebello. In the unlikely event of the failure of this dam, a large release of water may occur, and the northern region of the City could be inundated. This would most likely be caused by a large influx from a storm event causing flooding of the Rio Hondo Dam in combination with many other factors such as technological failures and erosion.

Seiche

Seiches are earthquake-generated waves in enclosed or restricted bodies of water. Because there are no sizable lakes or reservoirs in or near the City, there is no risk of a seiche within the Plan Area.

Figure 4.7-4 Liquefaction Hazard Zones of Montebello



Basemap provided by Esri and their licensors © 2023.
Additional data provided by County of Los Angeles, 2023; CGS 2021.

Expansive Soils

During periods of water saturation, soils with high clay content tend to expand. Conversely, during dry periods, these soils tend to shrink. The amount of volume change depends upon the soil swell potential (amount of expansive clay in the soil), availability of water to the soil, and soil confining pressure. Swelling occurs when the soils containing clay become wet due to excessive water from poor surface drainage, over irrigation of lawns and planters, and sprinkler or plumbing leaks. These volume changes with moisture content can cause cracking of structures built on expansive soils. In addition, swelling clay soils can cause distress to lightly loaded structures, walks, drains, and patio slabs. As shown in Figure 4.7-2, there are several soil types in Montebello. Most of Montebello is underlain by Montebello and Azuvina soil complexes, which include loam and silt loam. Other soils include loamy fine, sandy loam, and loam complexes and counterfeit-urban land, mined land and oil wells, pits and quarries, and dumps. While expansive soils could potentially be encountered throughout Montebello, these predominantly sandy and gravelly soils do not tend to have the high clay content that would create highly expansive soils.

Subsidence

Subsidence is the lowering of ground surface. It often occurs because of withdrawal of fluids (such as water and oil), and gas, from the subsurface. When these materials are removed from the subsurface, the overburden weight, which they had previously helped support through buoyant forces, is transferred to the soil structure. Subsidence typically occurs over a long period of time and results in a number of structural impacts. Facilities most affected by subsidence are long, surface infrastructure facilities such as canals, sewers, and pipelines.

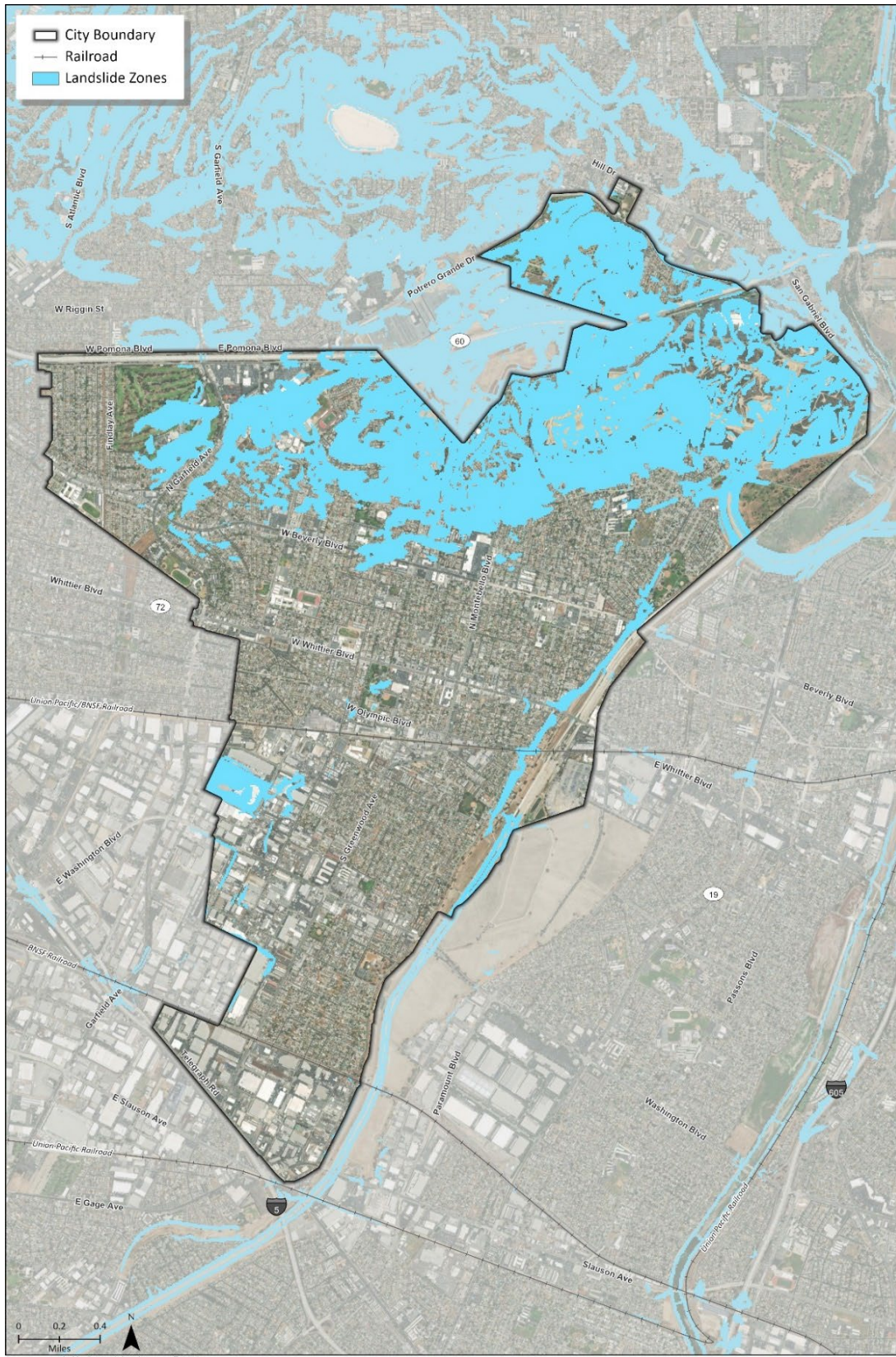
The extraction of groundwater from an aquifer beneath an alluvial valley can result in subsidence or settlement of the alluvial soils. The factors that influence the potential occurrence and severity of alluvial soil settlement due to groundwater withdrawal include: degrees of groundwater confinement; thickness of aquifer systems; individual and total thickness of fine-grained beds; and compressibility of the fine-grained layers. According to the United State Geographical Survey (USGS), Montebello is not in or near an area subject to land subsidence (USGS 2023).

Slope Stability and Landslides

Landslides result when the driving forces that act on a slope (such as the weight of the slope material, and the weight of objects placed on it) are greater than the slope's natural resisting forces (i.e., the shear strength of the slope material). Slope instability may result from natural processes, such as the erosion of the toe of a slope by a stream, from ground shaking caused by an earthquake, or from artificial modification such as grading or addition of water or structures to a slope.

Development on a slope can substantially increase the frequency and extent of potential slope stability hazards. Steep, unstable slopes in weak soil/bedrock units that have a record of previous slope failure typically characterize areas susceptible to landslides. Numerous factors affect the stability of the slope, including slope height and steepness, type of materials, material strength, structural geologic relationships, ground water level, and level of seismic shaking. Potential landslide hazard areas in Montebello are depicted on Figure 4.7-5. As shown in this figure, landslide zones are most common in the hillier parts of the Plan Area and in areas with bluff faces.

Figure 4.7-5 Landslide Hazard Zones of Montebello



Erosive Soils

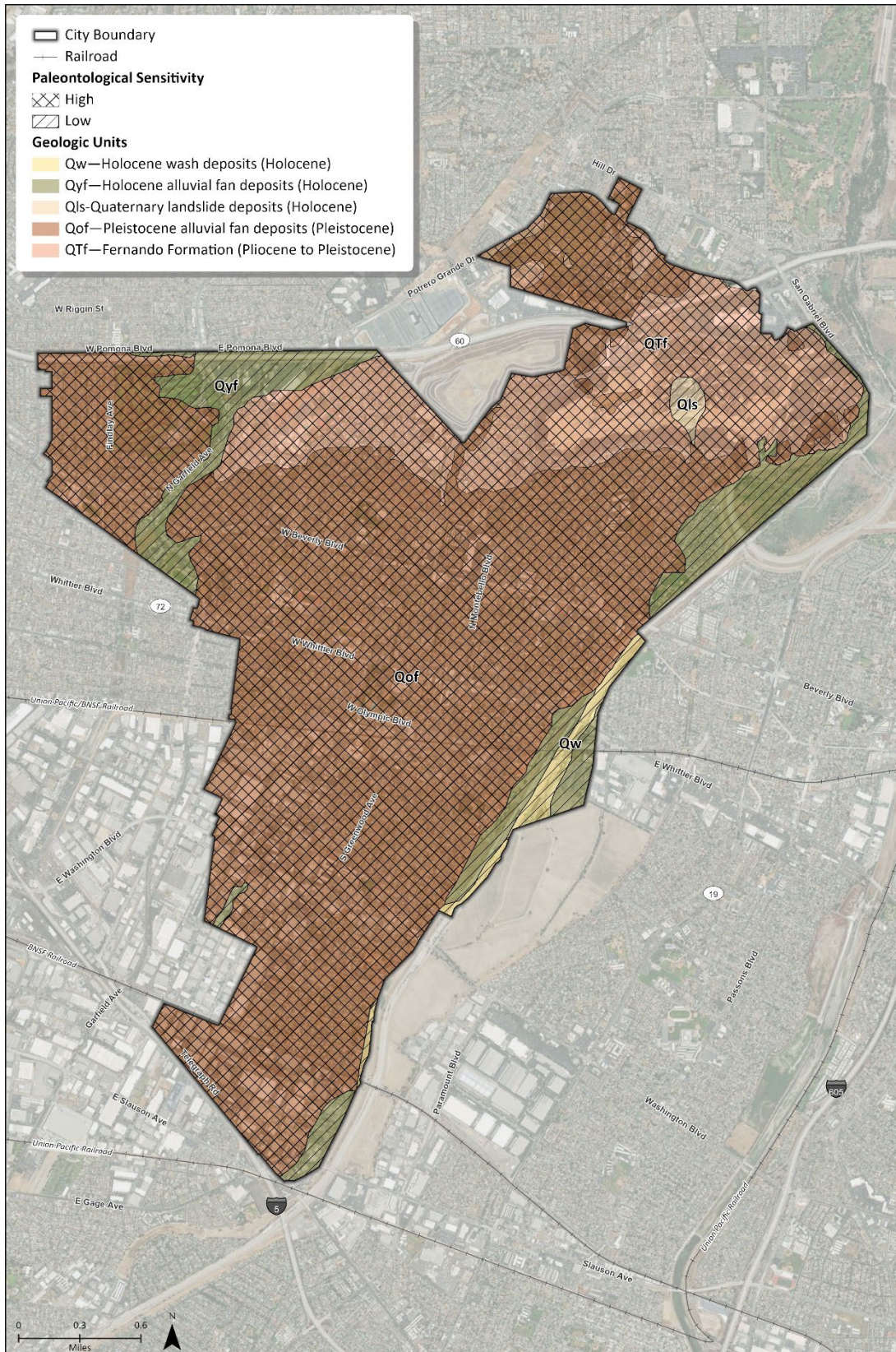
Soil erosion is the removal of soil by water and wind. The rate of erosion is estimated from four soil properties: texture, organic matter content, soil structure, and permeability. Other factors that influence erosion potential include the amount of rainfall and wind, the length and steepness of the slope, and the amount and type of vegetative cover. The Plan Area's topographical terrain is primarily flat with hillside terrain being confined to the Montebello Hills in the northern part of the Plan Area. The potential for soil erosion is analyzed in Impact GEO-5 of this Chapter.

Paleontological Resources

Paleontological resources, or fossils, are the remains and traces of prehistoric life. Fossils are typically preserved in layered sedimentary rocks and the distribution of fossils is a result of the sedimentary history of the geologic units within which they occur. Fossils occur in a non-continuous and often unpredictable distribution within some sedimentary units, and the potential for fossils to occur within sedimentary units depends on several factors. Although it is not possible to determine whether a fossil will occur in any specific location, it is possible to evaluate the potential for geologic units to contain scientifically significant paleontological resources, and therefore evaluate the potential for impacts to those resources and provide mitigation for paleontological resources if they do occur during construction.

Montebello is located in the *El Monte, Los Angeles, South Gate, and Whittier* U.S. Geological Survey 7.5-minute topographic quadrangles. The geology of the region was mapped by Campbell et al. (2016) and Saucedo et al. (2016), who identified five geologic units underlying Montebello: Quaternary wash deposits, Quaternary young alluvial fan deposits, Quaternary landslide deposits, Quaternary old alluvial fan deposits, and Fernando Formation (Figure 4.7-6).

Figure 4.7-6 Geologic Map and Paleontological Sensitivity of Montebello



Baseemap provided by Esri, 2023.
 Additional data provided by County of Los Angeles, 2023.
 Geologic data provided by "Los Angeles," Campbell et al. 2016 and "Long Beach," Saucedo et al. 2016.

4.7.2 Regulatory Framework

a. State

Alquist Priolo Special Studies Zones Act

The Alquist-Priolo Special Studies Zones Act of 1972 was signed into law in 1972 and renamed the Alquist-Priolo Earthquake Fault Zoning Act in 1994. The primary purpose of this act is to mitigate the hazard of fault rupture by prohibiting the location of structures for human occupancy across the extent of an active fault. The Alquist-Priolo Act requires the State Geologist to delineate “Earthquake Fault Zones” along faults that are “sufficiently active” and “well defined.” Sufficiently active faults show evidence of Holocene surface displacement (movement within the past 11,000 years) along one or more of their segments. The boundary of an “Earthquake Fault Zone” is generally about 500 feet from major active faults, and 200 to 300 feet from well-defined minor faults.

Regulations relating to erosion control are described in Chapter 4.10, *Hydrology and Water Quality*.

California Building Code

The California Building Code (CBC) is contained in the California Code of Regulations (CCR), Title 24, Part 2, which is a portion of the California Building Standards Code. Title 24 is assigned to the California Building Standards Commission, which by law is responsible for coordinating all building standards. The CBC incorporates by reference the federal Uniform Building Code with necessary California amendments. The CBC is a regulatory tool that includes building code standards to address geologic and seismic hazards. Approximately one-third of the text in the CBC has been tailored for California earthquake conditions. The City of Montebello, along with all of southern California, is in Seismic Zone 4, the area of greatest seismic risk subject to the strictest building standards.

California Public Resources Code

Section 5097.5 of the Public Resources Code states:

No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor.

Here “public lands” means those lands owned by, or under the jurisdiction of, the state or any city, county, district, authority, or public corporation, or any agency thereof. Consequently, public agencies are required to comply with Public Resources Code Section 5097.5 for their own activities, including construction and maintenance, and for permit actions (e.g., encroachment permits) undertaken by others on public lands.

b. Local

Montebello General Plan, City of Montebello Municipal Code, and Hazard Mitigation Plan

The Montebello General Plan, the City of Montebello Municipal Code, and the City's Hazard Mitigation Plan provide policies and regulations to increase the safety of life, health, property, and public welfare of the people of Montebello. The policies and actions contained in the proposed General Plan Update have not yet been adopted, and are therefore discussed, as applicable, in the impact analysis below rather than in this *Regulatory Framework* section. Policies from Montebello's current General Plan would be replaced by those of the proposed General Plan Update and are therefore not relevant to this analysis.

Montebello Municipal Code Chapter 15.36 adopts seismic safety regulations for buildings within the City, including adoption of the 2019 CBC, or the CBC 2022, whichever is more stringent. In addition, new development is required to comply with grading requirements established in Chapter 15.48 of the Montebello Municipal Code. Specifically, Sections 15.48.470 and 15.48.480 of the Montebello Municipal Code include erosion control and drainage requirements for construction projects involving grading and excavations.

The City's Hazard Mitigation Plan analyzes all potential hazards including geological and environmental hazards and mitigation procedures to help protect those who reside in or intermittently visit the Plan Area. The Hazard Mitigation Plan includes public education in seismic hazards and evaluation of existing and new buildings for seismic safety.

4.7.3 Impact Analysis

a. Methodology and Significance Thresholds

According to CEQA Guidelines Appendix G, impacts related to geology and soils would be potentially significant if implementation of the proposed Project would result in any of the following:

1. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault
 - b. Strong seismic ground shaking
 - c. Seismic-related ground failure, including liquefaction
 - d. Landslides
2. Result in substantial soil erosion or the loss of topsoil
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse
4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property
5. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater

6. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature

b. Project and Cumulative Impacts

Threshold 1a: Would the proposed Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

Impact GEO-1 THE PLAN AREA IS NOT WITHIN AN ALQUIST-PRIOLO EARTHQUAKE FAULT ZONE, THEREFORE THERE IMPACTS RELATED SURFACE FAULT RUPTURE WOULD BE LESS THAN SIGNIFICANT.

Montebello is within the seismically active Southern California region, which may experience moderate to potentially severe ground shaking from earthquakes generated on known faults within 60 miles (approximately 100 kilometers) of the Plan Area. However, there are no Alquist-Priolo Earthquake Fault Zones in the Plan Area (DOC 2023). The active fault nearest to the Plan Area is the East Montebello fault, which is, at its closest, about ¼ mile northeast of the Plan Area. Since there are no known active or potentially active faults passing through the Plan Area, the potential for on-site ground rupture due to movement of an underlying fault is not considered significant. Therefore, development facilitated by the proposed Project would not directly or indirectly cause substantial adverse effects involving rupture of a known earthquake fault. Furthermore, future projects would be required to comply with the seismic safety requirements in the latest California Building Code (CBC) and the Montebello Municipal Code. Therefore, impacts related to surface rupture of a known earthquake fault would be less than significant.

The “Our Safe Community” chapter of the proposed General Plan Update outlines how to protect those who reside in the City from various hazards, including geologic and soils hazards, the following policies and actions provide guidance to promote these community safety measures:

P6.7 Identify and appraise the geologic and seismic hazards within the community. Reduce the loss of life, damage to property, and the economic and social dislocations resulting from future earthquakes.

- A6.7a Continue to update land use standards and development regulations related to the level of seismic hazards as new data and regulations become available.
- A6.7b Require all aspects of the earthquake, fault rupture, liquefaction, and related seismic hazard evaluation process (planning, investigation, analysis, reporting, review, construction, and operations) for new development and redevelopment to be conducted and independently reviewed by qualified professionals.
- A6.7c Require new or substantially remodeled development located within areas of liquefaction potential to be properly designed and constructed for to earthquake safety, and require all development (including City-owned facilities) to comply with established seismic safety standards.
- A6.7d In the northern portion of the City above the projected location of the Puente Hills Blind Thrust Fault Zone, consider the development of potential Co-Seismic Hazard Management Zones (CSHMZs) for new construction and redevelopment to evaluate the potential impacts of surface movements such as uplift and ground tilting.

P6.11 Minimize the risks of geotechnical hazards to persons, property, and city assets.

- A6.11a Encourage development in low hazards areas and implement actions that minimize changes to the natural topography and drainages. Protect public safety and reduce potential property damage due to geologic and soil hazards by using proper design and construction techniques.
- A6.11b Require that all aspects of the geotechnical and engineering geology evaluation process (planning, investigation, analysis, reporting, review, construction, and operations) for new development and redevelopment be conducted and independently reviewed by qualified professionals.
- A6.11c Regulate development in Alquist-Priolo Earthquake Fault Zones consistent with levels of acceptable risk. Require the submission of geologic and seismic reports, as well as soils engineering reports, in relation to applications for land development permits whenever seismic or geologic problems are suspected.
- A6.11d Prioritize that siting of new critical use facilities be based on comprehensive geotechnical evaluation and consideration of seismic and other geotechnical hazards.

These policies and actions would help minimize risks associated with surface fault rupture . With implementation of these policies and actions and required compliance with the building codes discussed in Section 4.7.2 above, the proposed Project’s potential impacts related to surface fault rupture would be less than significant.

Mitigation Measures

Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.

Threshold 1b: Would the proposed Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

Impact GEO-2 DEVELOPMENT FACILITATED BY THE PROPOSED PROJECT COULD RESULT IN EXPOSURE OF PEOPLE OR STRUCTURES TO RISK OF LOSS, INJURY, OR DEATH INVOLVING STRONG SEISMIC GROUND SHAKING; HOWEVER, IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH REQUIRED ADHERENCE TO EXISTING REGULATIONS.

There are no known faults are directly located in Montebello based on the most recent Alquist-Priolo Earthquake Fault Zoning Map (DOC 2023). Because the entire southern California region is susceptible to strong ground shaking from severe earthquakes, development carried out under the proposed Project (and the people inhabiting or otherwise intermittently occupying it) could be exposed to strong seismic ground shaking. However, projects carried out under the proposed Project would be designed and constructed in accordance with state and local building codes to reduce the potential for exposure of people or structures to seismic risks. Future projects would be required to comply with the seismic safety requirements in the latest California Building Code (CBC) and the Montebello Municipal Code. Compliance with such requirements would reduce seismic ground shaking impacts to the maximum extent practicable with implementation of current seismic engineering practices. Furthermore, future projects would not increase ground shaking hazards at

adjacent properties. Therefore, impacts related to strong seismic ground shaking would be less than significant.

The policies and actions from the *Our Safe Community* chapter of the General Plan Update listed in Impact GEO-1 would help minimize risks associated with seismic related hazards

With implementation of these policies and actions and required compliance with the building codes discussed in Section 4.7.2 above, the proposed Project's potential impacts related to seismic ground shaking would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Threshold 1c: Would the proposed Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Impact GEO-3 DEVELOPMENT FACILITATED BY THE PROPOSED PROJECT COULD RESULT IN EXPOSURE OF PEOPLE OR STRUCTURES TO A RISK OF LOSS, INJURY, OR DEATH INVOLVING LIQUEFACTION; HOWEVER, IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH REQUIRED ADHERENCE TO EXISTING REGULATIONS.

As shown in Figure 4.7-4, portions of the Plan Area are subject to liquefaction hazard. The proposed Project could facilitate development that may be exposed to substantial adverse effects involving liquefaction. However, projects carried out under the proposed Project would be designed and constructed in accordance with state and local building codes to reduce the potential for exposure of people or structures to seismic risks. Future projects would be required to comply with the seismic safety requirements in the latest CBC and the Montebello Municipal Code. Compliance with such requirements would reduce liquefaction impacts to the maximum extent practicable with current engineering practices. Furthermore, future projects would not increase liquefaction hazards at adjacent properties. Therefore, impacts related to liquefaction would be less than significant.

The policies and actions listed in Impact GEO-1 would help minimize risks associated with seismic related hazards, including liquefaction. The following actions specifically refer to liquefaction:

- A6.7b Require all aspects of the earthquake, fault rupture, liquefaction, and related seismic hazard evaluation process (planning, investigation, analysis, reporting, review, construction, and operations) for new development and redevelopment to be conducted and independently reviewed by qualified professionals.
- A6.7c Require new or substantially remodeled development located within areas of liquefaction potential to be properly designed and constructed for to earthquake safety, and require all development (including City-owned facilities) to comply with established seismic safety standards.

With implementation of these policies and actions and required compliance with the building codes the proposed Project's potential impacts related to seismic-related ground failure, including liquefaction would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Threshold 1d: Would the proposed Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Impact GEO-4 DEVELOPMENT FACILITATED BY THE PROPOSED PROJECT COULD RESULT IN EXPOSURE OF PEOPLE OR STRUCTURES TO A RISK OF LOSS, INJURY, OR DEATH INVOLVING LANDSLIDES; HOWEVER, IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH REQUIRED ADHERENCE TO EXISTING REGULATIONS.

As shown in Figure 4.7-5, portions of the Plan Area are subject to landslide hazard. The proposed Project could facilitate development that may be exposed to substantial adverse effects involving landslides. However, projects carried out under the proposed Project would be designed and constructed in accordance with state and local building codes to reduce the potential for exposure of people or structures to seismic risks. Future projects would be required to comply with the seismic safety requirements in the latest CBC and the Montebello Municipal Code. Compliance with such requirements would reduce landslide impacts to the maximum extent practicable with current engineering practices. Therefore, impacts related to landslides would be less than significant.

The policies and actions discussed in Impact GEO-1 would help minimize risks associated with seismic related hazards, including landslides. With implementation of these policies and actions and required compliance with the building codes, the proposed Project's potential impacts related to landslides would be less than significant.

Mitigation Measures

No mitigation measures would be required.

Threshold 2: Would the proposed Project result in substantial soil erosion or the loss of topsoil?

Impact GEO-5 CONSTRUCTION OF DEVELOPMENT PROJECTS CARRIED OUT UNDER THE PROPOSED PROJECT COULD RESULT IN SOIL EROSION, BUT IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH REQUIRED ADHERENCE TO EXISTING REGULATIONS.

Most of the Plan Area is on gently sloping alluvial terrain, with an outcropping of hills known as the Montebello Hills in the northern part of the Plan Area. The Plan Area is therefore not prone to substantial soil erosion or loss of topsoil from exposed soils on steep slopes. Still, ground-disturbing activities associated with construction of projects carried out under the proposed Project may result in disturbance or removal of some topsoil. For future construction projects, standard construction best management practices would be implemented to avoid or minimize soil erosion associated with ground-disturbing activities. The City of Montebello follows the California Building Code with Los Angeles County requirements.

The potential for soil erosion or loss of topsoil from stormwater runoff from construction of future projects would be minimized through compliance with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit. NPDES requires the development of a Stormwater Pollution Prevention Plan (SWPPP), which includes best management practices (BMPs) to reduce erosion and topsoil loss from stormwater runoff¹. In addition, future projects would be required to comply with grading requirements established in Chapter 15.48 of the Montebello Municipal Code. Specifically, Sections 15.48.470 and 15.48.480 of the Montebello Municipal Code, include erosion control and drainage requirements for construction projects involving grading and excavations.

¹ The NPDES and SWPPP processes are more fully described in Chapter 4.10, *Hydrology and Water Quality* of this EIR

The City will continue to ensure that these standards and practices are followed, potential impacts of future projects related to erosion or loss of topsoil are analyzed, and appropriate recommendations and remedial measures are implemented through the standard development review processes described above and (when applicable) future CEQA review. Compliance with standard conditions and BMPs required through the City’s building review process (incorporation of NPDES permitting and South Coast Air Quality Management District (SCAQMD) regulations) would minimize the potential for substantial soil erosion or loss of topsoil from future projects carried out under the proposed Project. These impacts would therefore be less than significant.

Mitigation Measures

Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.

Threshold 3: Would the proposed Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Impact GEO-6 DEVELOPMENT FACILITATED BY THE PROPOSED PROJECT MAY BE AT RISK OF LANDSLIDES, LATERAL SPREADING, LIQUEFACTION, OR COLLAPSE; HOWEVER, IMPACTS WOULD BE LESS THAN SIGNIFICANT WITH REQUIRED ADHERENCE TO EXISTING REGULATIONS.

Seismic hazards in the Plan Area include the potential for unstable soils to result in damage to existing or proposed infrastructure, and/or to introduce potential hazards to human health and safety. Unstable soils may include any materials not capable of supporting a particular land use. As discussed throughout this chapter of the EIR, portions of the Plan Area are subject to landslide and liquefaction risk. Because lateral spreading is closely tied with liquefaction, portions of the Plan Area are potentially at risk of lateral spreading. The Plan Area is not within an area of known land subsidence (USGS 2023).

Projects carried out under the proposed Project would be designed and constructed in accordance with state and local building codes to reduce the potential for exposure of people or structures to seismic risks. Future projects would be required to comply with the seismic safety requirements in the latest CBC and the Montebello Municipal Code. Compliance with such requirements would reduce unstable geologic unit or soil impacts to the maximum extent practicable with current engineering practices. Therefore, impacts related to unstable geologic units or soils would be less than significant.

The policies and actions listed in Impact GEO-1 would help minimize risks associated with seismic related hazards, including unstable geologic units or soils. With implementation of these policies and actions and required compliance with the building codes, the proposed Project’s potential impacts related to unstable geologic units or soil would be less than significant.

Mitigation Measures

Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.

Threshold 4: Would the proposed Project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Impact GEO-7 DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT MAY RESULT IN CONSTRUCTION OF STRUCTURES ON EXPANSIVE SOILS THAT COULD CREATE A SUBSTANTIAL RISK TO LIFE OR PROPERTY, BUT ALL NEW DEVELOPMENT WOULD BE REQUIRED TO COMPLY WITH THE STANDARDS OF THE CBC, WHICH WOULD ENSURE THAT EXPANSIVE SOILS ARE REMEDIATED OR THAT FOUNDATIONS AND STRUCTURES ARE ENGINEERED TO WITHSTAND THE FORCES OF EXPANSIVE SOIL. COMPLIANCE WITH THESE REQUIREMENTS WOULD REDUCE THIS IMPACT TO A LESS THAN SIGNIFICANT LEVEL.

Expansive soils are generally clayey and swell when wetted and shrink when dried. Wetting can occur naturally in a number of ways, such as absorption from the air, rainfall, groundwater fluctuations, lawn watering and broken water or sewer lines. In hillside areas, as expansive soils expand and contract, gradual downslope creep may occur, eventually causing landslides. Clay soils also retain water and may act as lubricated slippage planes between other soil/rock strata, also producing landslides, often during earthquakes or unusually moist conditions. The shrink-swell characteristics of soils can vary widely within short distances, depending on the relative amount and type of clay. Expansive soils are also often prone to erosion. Foundations of structures placed on expansive soils may swell during the wet season and shrink during the succeeding dry season, potentially resulting in foundation damage. As explained in Section 4.7.1c and illustrated in Figure 4.7-2, most of the Plan Area is located on sandy loam as, decreasing chances of substantial risks to life or property.

New development built on potentially expansive soils would also be required to comply with the CBC, which includes requirements to address soil-related hazards. Typical measures to treat hazardous soil conditions involve removal, proper fill selection, and compaction. In cases where soil remediation is not feasible, the CBC requires structural reinforcement of foundations to resist the forces of expansive soils. Development facilitated by the proposed Project would also be required to comply with General Plan Update policies regarding soil hazards. Compliance with the requirements of the CBC and local policies would reduce impacts related from expansive soils to a less than significant level.

The policies and actions listed in Impact GEO-1 would help minimize the risks associated with seismic related hazards, including expansive soils. With implementation of these policies and actions and required compliance with the building codes, the proposed Project's potential impacts related to expansive soil would be less than significant.

Mitigation Measures

Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.

Threshold 5: Would the proposed Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Impact GEO-8 DEVELOPMENT FACILITATED BY THE PROPOSED PROJECT WOULD NOT REQUIRE THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTEWATER DISPOSAL SYSTEMS; NO IMPACT WOULD OCCUR.

Montebello is almost entirely built out and has established utility services, including sewer service provided by the City of Montebello Public Works Department. New development would consist of infill development connecting to existing sewer trunk lines or future expansion of sewer trunk lines and would not require the use of septic tanks. Development under the proposed Project would not require the use of septic tanks or alternative wastewater systems, therefore the proposed Project would have no impact related to soil suitability for wastewater systems.

Mitigation Measures

Implementation of proposed Project would have no impact, no mitigation is required.

Threshold 6: Would the proposed Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Impact GEO-9 DEVELOPMENT FACILITATED BY THE PROPOSED PROJECT HAS THE POTENTIAL TO IMPACT PALEONTOLOGICAL RESOURCES, BUT IMPLEMENTATION OF POLICY 8.19 AND ACTION 8.19 FROM THE PROPOSED GENERAL PLAN UPDATE WOULD REDUCE POTENTIAL IMPACTS TO A LESS THAN SIGNIFICANT LEVEL.

Consistent with Society of Vertebrate Paleontology (SVP; 2010) guidelines, the paleontological sensitivity of the geologic units underlying the Plan Area are described below based on review of published geologic maps, a literature review, and online fossil locality databases.

Quaternary Wash Deposits

Quaternary wash deposits underlie small portions of the eastern border of the Plan Area, within the Rio Hondo (Figure 4.7-6). Quaternary wash deposits consist of sand and gravel that are deposited by active streams and rivers (Campbell et al. 2016; Saucedo et al. 2016). These sediments are undergoing active deposition, so they are too young (i.e., less than 5,000 years old) to preserve paleontological resources (SVP 2010). However, these sediments likely become old enough (i.e., 5,000 years old) to preserve paleontological resources beneath the surface. This depth depends on local topography, proximity to sediment sources, and depositional history, which vary considerably across an area the size of the Plan Area. Therefore, Quaternary wash deposits have low paleontological sensitivity at the surface but become highly sensitive at an unknown depth below the surface.

Quaternary Young Alluvial Fan Deposits

Quaternary young alluvial fan deposits underlie small parts of the Plan Area including along the Rio Hondo (Figure 4.7-6). Quaternary young alluvial fan deposits consist of unconsolidated gravel, sand, and silt that were deposited by streams and debris flows on alluvial fans (Campbell et al. 2016; Saucedo et al. 2016). Quaternary young alluvial fan deposits are generally Holocene in age and are, therefore, generally considered too young (i.e., less than 5,000 years old) to preserve paleontological resources (SVP 2010). However, these sediments likely become old enough (i.e., 5,000 years old) to preserve paleontological resources beneath the surface. This depth depends on local topography,

proximity to sediment sources, and depositional history, which vary considerably across an area the size of the Plan Area. Therefore, Quaternary young alluvial fan deposits have low paleontological sensitivity at the surface but become highly sensitive at an unknown depth below the surface.

Quaternary Landslide Deposits

Quaternary landslide deposits underlie a small part of the northern portion of the Plan Area (Figure 4.7-6). Quaternary landslide deposits consist of poorly sorted fragments of bedrock or surficial sediments of various sizes (Figure 4.7-6). Quaternary landslide deposits are generally Holocene in age and are, therefore, generally considered too young (i.e., less than 5,000 years old) to preserve paleontological resources (SVP 2010). However, these sediments likely become old enough (i.e., 5,000 years old) to preserve paleontological resources beneath the surface. This depth depends on local topography, proximity to sediment sources, and depositional history, which vary considerably across an area the size of the Plan Area. Therefore, Quaternary landslide deposits have low paleontological sensitivity at the surface but become highly sensitive at an unknown depth below the surface.

Quaternary Old Alluvial Fan Deposits

Quaternary old alluvial fan deposits underlie most of the Plan Area (Figure 4.7-6). Quaternary old alluvial fan deposits consist of slightly to moderately consolidated gravel, sand, and silt, deposited in alluvial fans and are late Pleistocene in age (Campbell et al. 2016; Saucedo et al. 2016). Pleistocene-aged alluvial sediments have produced numerous scientifically significant fossils in the Los Angeles Basin, including taxa such as mammoths (*Mammuthus*), dire wolf (*Aenocyon*), saber-toothed cat (*Smilodon*), horse (*Equus*), other mammals, reptiles, birds, and invertebrates (Jefferson 2010; Paleobiology Database 2023). Given the fossil-producing history of similar sediments in the region, Quaternary old alluvial fan deposits have high paleontological sensitivity.

Fernando Formation

The Fernando Formation underlies parts of the northern portion of the Plan Area (Figure 4.7-6). The Fernando Formation consists of various types of sedimentary rock: light gray, massively bedded siltstone; light yellowish-brown sandstone; and light brown to reddish brown pebbly sandstone and conglomerate (Campbell et al. 2016). The Fernando Formation is early Pleistocene to Pliocene in age. The Fernando Formation has produced significant paleontological resources including walrus (*Pontolis*), sea birds (*Mancalla*), sharks, ray-finned fish, and invertebrates (Paleobiology Database 2023). Given this fossil-producing history, the Fernando Formation has high paleontological sensitivity.

Adverse effects to paleontological resources can only be determined once a specific project has been proposed because the effects are highly dependent on both the individual site conditions and the characteristics of the proposed ground-disturbing activity. Ground-disturbing activities associated with construction facilitated by the proposed Project have the potential to damage or destroy paleontological resources that may be present on or below the ground surface in areas of high paleontological sensitivity. Consequently, damage to or destruction of fossils could occur due to development carried out under the proposed Project.

The proposed General Plan Update includes Policy 8.19 and Action 8.19, listed below, which address this potential impact.

P8.19 Identify and protect Montebello’s paleontological resources.

A8.19 A Qualified Professional Paleontologist shall be retained by the project applicant to conduct a paleontological resources analysis prior to the beginning of projects involving ground disturbance in geologic units with high paleontological sensitivity to determine whether there is a potential for significant impacts to paleontological resources. Paleontological resources analyses shall be reviewed, approved, and enforced by the City of Montebello.

If potential impacts to paleontological resources are found to be significant, then the project applicant shall retain a Qualified Professional Paleontologist to develop and implement a Paleontological Resources Impact Mitigation Plan (PRIMP) that shall be approved by the City of Montebello, to ensure that impacts to paleontological resources resulting from the project are less than significant. The PRIMP shall include measures for a pre-construction survey, a Worker Environmental Awareness Program, paleontological monitoring, fossil salvage, curation, and final reporting, as applicable. Final reporting shall be reviewed and approved by the City of Montebello.

Implementation of Policy 8.19 and Action 8.19 would address potential impacts to paleontological resources by providing for proper identification and handling of paleontological resources in geologic units with high paleontological sensitivity.

Significance After Mitigation

Implementation of Policy 8.19 and Action 8.19 from the proposed General Plan Update would reduce impacts to a less than significant level, no mitigation is required.

c. Cumulative Impacts

Generally, the analysis of impacts and regulations relating to geology discussed in this section of the EIR apply to geographic levels at which the impacts could occur (local, regional, larger regions (San Andreas Fault, etc.). Therefore, most impacts discussed in this section are cumulative in nature because they are addressed at the level at which they would occur, either individually or in combination with other impacts inside or outside of the Plan Area. There are some geologic conditions that are site-site specific, such as potential impacts to paleontological resources on-site as soil erosion or loss of topsoil. As discussed in this impact analysis, projects carried out under the proposed Project may increase the potential for geologic and soil hazards, but implementation of the policies and actions contained in the General Plan, combined with compliance with existing laws and regulations, would reduce project-level impacts to a level of “no impact” or “less than significant impact.” These policies and actions would apply to all future projects, and cumulative impacts would also be reduced to a level of “no impact” or “less than significant impact” as well. For all the reasons discussed above, the proposed Project would not make a substantial contribution to cumulative geology and soils impacts.

4.8 Greenhouse Gas Emissions

This section analyzes greenhouse gas (GHG) emissions associated with the proposed Project and potential impacts related to climate change. The trip generation and vehicle miles traveled (VMT) estimates used to calculate emissions are based on information included in Section 4.17, *Transportation*, of this EIR. Construction and operational GHG emissions associated with project buildout are calculated using the California Emissions Estimator Model (CalEEMod), version 2022.1.

4.8.1 Environmental Setting

The Greenhouse Effect and Greenhouse Gases

Gases that absorb and re-emit infrared radiation in the atmosphere are called GHGs. The gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO₂), methane (CH₄), nitrous oxides (N₂O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

Different types of GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO₂) is used to relate the amount of heat absorbed to the amount of the gas emitted, referred to as “carbon dioxide equivalent” (CO₂e), which is the amount of GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane has a GWP of 30, meaning its global warming effect is 30 times greater than CO₂ on a molecule per molecule basis (Intergovernmental Panel on Climate Change [IPCC] 2021).¹

Climate change is the observed increase in the average temperature of the Earth’s atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period. The term “climate change” is often used interchangeably with the term “global warming,” but climate change is preferred because it conveys that other changes are happening in addition to rising temperatures. The baseline against which these changes are measured originates in historical records that identify temperature changes that occurred in the past, such as during previous ice ages. The global climate is changing continuously, as evidenced in the geologic record which indicates repeated episodes of substantial warming and cooling. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming, as glaciers have steadily retreated across the globe. However, scientists have observed acceleration in the rate of warming over the past 150 years. The IPCC expressed that the rise and continued growth of atmospheric CO₂ concentrations is unequivocally due to human activities in the IPCC’s Sixth Assessment Report (2021). Human influence has warmed the atmosphere, ocean, and land, which has led the climate to warm at an unprecedented rate in the last 2,000 years. It is estimated that between the period of 1850 through 2019, that a total of 2,390 gigatonnes of anthropogenic CO₂ was emitted. It is likely that anthropogenic activities have increased the global

¹ The Intergovernmental Panel on Climate Change’s (2021) *Sixth Assessment Report* determined that methane has a GWP of 30. However, the 2017 Climate Change Scoping Plan published by the California Air Resources Board uses a GWP of 25 for methane, consistent with the Intergovernmental Panel on Climate Change’s (2007) *Fourth Assessment Report*. Therefore, this analysis utilizes a GWP of 25.

surface temperature by approximately 1.07 degrees Celsius between the years 2010 through 2019 (IPCC 2021).

The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat-trapping effect of GHGs, the earth's surface would be about 33 degrees Celsius (°C) cooler (World Meteorological Organization 2023). However, since 1750, estimated concentrations of CO₂, CH₄, and N₂O in the atmosphere have increased by 47 percent, 156 percent, and 23 percent, respectively, primarily due to human activity (IPCC 2021). GHG emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, are believed to have elevated the concentration of these gases in the atmosphere beyond the level of concentrations that occur naturally.

Greenhouse Gas Emissions Inventory

In 2015, worldwide anthropogenic GHG emissions totaled 47,000 million metric tons (MT) of CO₂e, which is a 43 percent increase from 1990 GHG levels. Specifically, 34,522 MT of CO₂e of CO₂, 8,241 MT of CO₂e of CH₄, 2,997 MT of CO₂e of N₂O, and 1,001 MT of CO₂e of fluorinated gases were emitted in 2015. The largest source of GHG emissions were energy production and use (includes fuels used by vehicles and buildings), which accounted for 75 percent of the global GHG emissions. Agriculture uses and industrial processes contributed 12 percent and six percent, respectively. Waste sources contributed three percent. These sources account for approximately 96 percent (United States Environmental Protection Agency [USEPA] 2023a).

United States GHG emissions were 6,347.7 MT of CO₂e in 2021 or 5,593.5 MT CO₂e after accounting for sequestration. Emissions increased by 6.8 percent from 2020 to 2021. The increase from 2020 to 2021 was driven by an increase in CO₂ emissions from fossil fuel combustion which increased 7 percent relative to previous years and is primarily due to the economy rebounding after the COVID-19 Pandemic. In 2020, the energy sector (including transportation) accounted for 81 percent of nationwide GHG emissions while agriculture, industrial and waste accounted for approximately 10 percent, 6 percent, and 3 percent respectively (USEPA 2023b).

Based on the California Air Resource Board (CARB) California Greenhouse Gas Inventory for 2000-2020, California produced 369.2 MT of CO₂e in 2020, which is 35.3 MT of CO₂e lower than 2019 levels. The 2019 to 2020 decrease in emissions is likely due in large part to the impacts of the COVID-19 pandemic. The major source of GHG emissions in California is the transportation sector, which comprises 37 percent of the state's total GHG emissions. The industrial sector is the second largest source, comprising 20 percent of the state's GHG emissions while electric power accounts for approximately 16 percent. The magnitude of California's total GHG emissions is due in part to its large size and large population compared to other states. However, a factor that reduces California's per capita fuel use and GHG emissions as compared to other states is its relatively mild climate. In 2016, the state of California achieved its 2020 GHG emission reduction target of reducing emissions to 1990 levels as emissions fell below 431 MT of CO₂e (CARB 2022). The annual 2030 statewide target emissions level is 260 MT of CO₂e (CARB 2017).

Potential Effects of Climate Change

Globally, climate change has the potential to affect numerous environmental resources though potential impacts related to future air temperatures and precipitation patterns. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. The year 2022 was the sixth warmest year since global records began in 1880 at 0.86°C (1.55°F) above the 20th

century average of 13.9°C (57.0°F). This value is 0.13°C (0.23°F) less than the record set in 2016 and it is only 0.02°C (0.04°F) higher than the last year's (2021) value, which now ranks as the seventh highest (National Oceanic and Atmospheric Administration 2023). Furthermore, several independently analyzed data records of global and regional Land-Surface Air Temperature obtained from station observations jointly indicate that Land Surface Air Temperature and sea surface temperatures have increased. Due to past and current activities, anthropogenic GHG emissions are increasing global mean surface temperature at a rate of 0.2°C per decade. In addition to these findings, there are identifiable signs that global warming is currently taking place, including substantial ice loss in the Arctic over the past two decades (IPCC 2014, 2018).

Potential impacts of climate change in California may include reduced water supply from snowpack, sea level rise, more extreme heat days per year, more large forest fires, and more drought years. *California's Fourth Climate Change Assessment* (California Natural Resource Agency 2019) includes regional reports that summarize climate impacts and adaptation solutions for nine regions of the state and regionally specific climate change case studies. However, while there is growing scientific consensus about the possible effects of climate change at a global and statewide level, current scientific modeling tools are unable to predict what local impacts may occur with a similar degree of accuracy. A summary follows of some of the potential effects that climate change could generate in California.

Air Quality

Scientists project that the annual average maximum daily temperatures in California could rise by 2.4 to 3.2°C in the next 50 years and by 3.1 to 4.9°C in the next century. Higher temperatures are conducive to air pollution formation and rising temperatures could therefore result in worsened air quality in California. As a result, climate change may increase the concentration of ground-level ozone, but the magnitude of the effect, and therefore its indirect effects, are uncertain. In addition, as temperatures have increased in recent years, the area burned by wildfires throughout the state has increased, and wildfires have occurred at higher elevations in the Sierra Nevada Mountains (California Natural Resource Agency 2019). If higher temperatures continue to be accompanied by an increase in the incidence and extent of large wildfires, air quality could worsen. Severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state. With increasing temperatures, shifting weather patterns, longer dry seasons, and more dry fuel loads, the frequency of large wildfires and area burned is expected to increase (California Natural Resources Agency 2021).

Water Supply

Analysis of paleoclimatic data (such as tree-ring reconstructions of stream flow and precipitation) indicates a history of naturally and widely varying hydrologic conditions in California and the west, including a pattern of recurring and extended droughts. Uncertainty remains with respect to the overall impact of climate change on future precipitation trends and water supplies in California. Year-to-year variability in statewide precipitation levels has increased since 1980, meaning that wet and dry precipitation extremes have become more common (California Department of Water Resources 2018). For example, the winter of 2022-2023 had severe storms and flooding from increased rainfall and snowmelt, which the California Department of Water Resources identified as "the latest example that California's climate is becoming more extreme" (California Department of Water Resources 2023). This uncertainty regarding future precipitation trends complicates the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not well understood. The average early spring snowpack in the

western United States, including the Sierra Nevada Mountains, decreased by about 10 percent during the last century. During the same period, sea level rose over 0.15 meter along the central and southern California coasts. The Sierra snowpack provides most of the California's water supply as snow that accumulates during wet winters is released slowly during the dry months of spring and summer. A warmer climate is predicted to reduce the fraction of precipitation that falls as snow and the amount of snowfall at lower elevations, thereby reducing the total snowpack. Projections indicate that the average spring snowpack in the Sierra Nevada and other mountain catchments in central and northern California will decline by approximately 66 percent from its historical average by 2050 (California Natural Resource Agency 2019).

Hydrology and Sea Level Rise

Climate change could affect the intensity and frequency of storms and flooding (California Natural Resource Agency 2019). Furthermore, climate change could induce substantial sea level rise in the coming century. Rising sea level increases the likelihood of and risk from flooding. The rate of increase of global mean sea levels between 1993 to 2022, observed by satellites, is approximately 3.4 millimeters per year, double the twentieth century trend of 1.6 millimeters per year (World Meteorological Organization 2013; National Aeronautics and Space Administration 2023). Global mean sea levels in 2013 were about 0.23 meter higher than those of 1880 (National Oceanic and Atmospheric Administration 2022). Sea levels are rising faster now than in the previous two millennia, and the rise will probably accelerate, even with robust GHG emission control measures. The most recent IPCC report predicts a mean sea level rise ranging between 0.25 to 1.01 meters by 2100 with the sea level ranges dependent on a low, intermediate, or high GHG emissions scenario (IPCC 2021). A rise in sea levels could erode 31 to 67 percent of southern California beaches and cause flooding of approximately 370 miles of coastal highways during 100-year storm events. This would also jeopardize California's water supply due to saltwater intrusion and induce groundwater flooding and/or exposure of buried infrastructure (California Natural Resource Agency 2019). Furthermore, increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events.

Agriculture

California has an over \$51 billion annual agricultural industry that produces over a third of the country's vegetables and three-quarters of the country's fruits and nuts (California Department of Food and Agriculture 2022). Higher CO₂ levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, certain regions of agricultural production could experience water shortages of up to 16 percent, which would increase water demand as hotter conditions lead to the loss of soil moisture. In addition, crop yield could be threatened by water-induced stress and extreme heat waves, and plants may be susceptible to new and changing pest and disease outbreaks (California Natural Resource Agency 2019). Temperature increases could also change the time of year certain crops, such as wine grapes, bloom or ripen, and thereby affect their quality (California Climate Change Center 2006).

Ecosystems

Climate change and the potential resultant changes in weather patterns could have ecological effects on the global and local scales. Soil moisture is likely to decline in many regions due to higher temperatures, and intense rainstorms are likely to become more frequent. Rising temperatures could have four major impacts on plants and animals: timing of ecological events; geographic distribution and range of species; species composition and the incidence of nonnative species within

communities; and ecosystem processes, such as carbon cycling and storage (Parmesan 2006; California Natural Resource Agency 2019).

4.8.2 Regulatory Framework

Federal Regulations

Federal Clean Air Act

The U.S. Supreme Court determined in *Massachusetts et al. v. Environmental Protection Agency et al.* ([2007] 549 U.S. 05-1120) that the USEPA has the authority to regulate motor vehicle GHG emissions under the federal Clean Air Act. The USEPA issued a Final Rule for mandatory reporting of GHG emissions in October 2009. This Final Rule applies to fossil fuel suppliers, industrial gas suppliers, direct GHG emitters, and manufacturers of heavy-duty and off-road vehicles and vehicle engines and requires annual reporting of emissions. In 2012, the USEPA issued a Final Rule that established the GHG permitting thresholds that determine when Clean Air Act permits under the New Source Review Prevention of Significant Deterioration and Title V Operating Permit programs are required for new and existing industrial facilities.

In *Utility Air Regulatory Group v. Environmental Protection Agency* (134 Supreme Court 2427 [2014]), the Supreme Court held the USEPA may not treat GHGs as an air pollutant for purposes of determining whether a source can be considered a major source required to obtain a Prevention of Significant Deterioration or Title V permit. The Supreme Court also held that Prevention of Significant Deterioration permits otherwise required based on emissions of other pollutants may continue to require limitations on GHG emissions based on the application of Best Available Control Technology.

Corporate Average Fuel Economy Standards and Safer Affordable Fuel-Efficient Vehicles Rule

In response to the *Massachusetts v. Environmental Protection Agency* ruling, President George W. Bush issued Executive Order 13432 in 2007, directing the USEPA, the United States Department of Transportation (U.S. DOT), and the United States Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008. The National Highway Traffic Safety Administration (NHTSA) subsequently issued multiple final rules regulating fuel efficiency for and GHG emissions from cars and light-duty trucks for model year 2011 and later for model years 2012-2016 and 2017-2021. In March 2020, the U.S. DOT and the USEPA issued the final Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, which amends existing Corporate Average Fuel Economy Standards and tailpipe carbon dioxide emissions standards for passenger cars and light trucks and establishes new standards covering model years 2021 through 2026 (USEPA 2020).

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the USEPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO₂ emissions and fuel consumption are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the USEPA, this regulatory program would reduce GHG emissions and fuel consumption for the affected vehicles by 6 to 23 percent over the 2010 baselines. Building on the first phase of standards, in August 2016, the USEPA and NHTSA finalized Phase 2 standards for medium- and heavy-duty vehicles through model year 2027 that will improve fuel efficiency and

cut carbon pollution. The Phase 2 standards are expected to lower CO₂ emissions by approximately 1.1 billion metric tons (USEPA 2016).

Energy Independence and Security Act

The Energy Independence and Security Act of 2007 facilitates the reduction of national GHG emissions by requiring the following:

1. Increasing the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard that requires fuel producers to use at least 36 billion gallons of biofuel in 2022
2. Prescribing or revising standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances
3. Requiring approximately 25 percent greater efficiency for light bulbs by phasing out incandescent light bulbs between 2012 and 2014
4. Requiring approximately 200 percent greater efficiency for light bulbs, or similar energy savings, by 2020
5. While superseded by the USEPA and NHTSA actions described above, (i) establishing miles per gallon targets for cars and light-duty trucks and (ii) directing the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for trucks.

Additional provisions of the Energy Independence and Security Act address energy savings in government and public institutions, promote research for alternative energy, additional research in carbon capture, international energy programs, and the creation of “green jobs”.²

State Regulations

CARB is responsible for the coordination and oversight of state and local air pollution control programs in California. There are numerous regulations aimed at reducing the state’s GHG emissions. These initiatives are summarized below.

Executive Order S-3-05

In 2005, the governor issued Executive Order (EO) S-3-05, which identifies statewide GHG emission reduction targets to achieve long-term climate stabilization as follows:

- Reduce GHG emissions to 1990 levels by 2020
- Reduce GHG emissions to 80 percent below 1990 levels by 2050

In response to EO S-3-05, CalEPA created the Climate Action Team (CAT), which in March 2006 published the Climate Action Team Report (the “2006 CAT Report”). The 2006 CAT Report identified a recommended list of strategies that the state could pursue to reduce GHG emissions. These are strategies that could be implemented by various state agencies to ensure that the emission reduction targets in EO S-3-05 are met and can be met with existing authority of the state agencies. The strategies include the reduction of passenger and light duty truck emissions, the reduction of

² A “green job,” as defined by the United States Department of Labor, is a job in business that produces goods or provides services that benefit the environment or conserve natural resources.

idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture, etc.

California Global Warming Solutions Act of 2006 (Assembly Bill 32 and Senate Bill 32)

The “California Global Warming Solutions Act of 2006,” (Assembly Bill [AB] 32), outlines California’s major legislative initiative for reducing GHG emissions. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 and requires CARB to prepare a Scoping Plan that outlines the main state strategies for reducing GHG emissions to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions. Based on this guidance, CARB approved a 1990 statewide GHG level and 2020 target of 431 MMT CO₂e, which was achieved in 2016. CARB approved the Scoping Plan on December 11, 2008, which included GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among others (CARB 2008). Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted since the Scoping Plan’s approval.

The CARB approved the 2013 Scoping Plan update in May 2014. The update defined the CARB’s climate change priorities for the next five years, set the groundwork to reach post-2020 statewide goals, and highlighted California’s progress toward meeting the “near-term” 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluated how to align the state’s longer term GHG reduction strategies with other state policy priorities, including those for water, waste, natural resources, clean energy, transportation, and land use (CARB 2014).

On September 8, 2016, the governor signed Senate Bill (SB) 32 into law, extending the California Global Warming Solutions Act of 2006 by requiring the state to further reduce GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, the CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, and implementation of recently adopted policies and legislation, such as SB 1383 and SB 100 (discussed later). The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally appropriate quantitative thresholds consistent with statewide per capita goals of six MT CO₂e by 2030 and two MT CO₂e by 2050 (CARB 2017). As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (City, county, sub-regional, or regional level), but not for specific individual projects because they include all emissions sectors in the state (CARB 2017).

Senate Bill 375

The Sustainable Communities and Climate Protection Act of 2008 (SB 375), signed in August 2008, enhances the state’s ability to reach AB 32 goals by directing the CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. SB 375 aligns regional transportation planning efforts, regional GHG reduction targets, and affordable housing allocations. Metropolitan Planning Organizations (MPOs) are required to adopt a Sustainable Communities Strategy (SCS), which allocates land uses in the MPO’s Regional Transportation Plan (RTP). Qualified projects consistent with an approved SCS or Alternative Planning Strategy (categorized as “transit priority projects”) can receive incentives to streamline CEQA processing.

On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. The Southern California Association of Governments (SCAG) was assigned targets of an 8 percent reduction in per capita GHG emissions from passenger vehicles by 2020³ and a 19 percent reduction in per capita GHG emissions from passenger vehicles by 2035. In the SCAG region, SB 375 also provides the option for the coordinated development of subregional plans by the subregional councils of governments and the county transportation commissions to meet SB 375 requirements.

SB 350

Adopted on October 7, 2015, SB 350 supports the reduction of GHG emissions from the electricity sector through a number of measures, including requiring electricity providers to achieve a 50 percent renewables portfolio standard by 2030, a cumulative doubling of statewide energy efficiency savings in electricity and natural gas by retail customers by 2030.

SB 1383

Adopted in September 2016, SB 1383 requires CARB to approve and begin implementing a comprehensive strategy to reduce emissions of short-lived climate pollutants. The bill requires the strategy to achieve the following reduction targets by 2030:

- Methane – 40 percent below 2013 levels
- Hydrofluorocarbons – 40 percent below 2013 levels
- Anthropogenic black carbon – 50 percent below 2013 levels

The bill also requires the California Department of Resources Recycling and Recovery (CalRecycle), in consultation with the State board, to adopt regulations that achieve specified targets for reducing organic waste in landfills.

Senate Bill 100

Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state's Renewables Portfolio Standard Program, which was last updated by SB 350 in 2015. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

Executive Order B-55-18

On September 10, 2018, former Governor Brown issued Executive Order (EO) B-55-18, which established a new statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing statewide GHG reduction targets established by SB 375, SB 32, SB 1383, and SB 100.

California Building Standards Codes

CCR Title 24 is referred to as the California Building Standards Code. It consists of a compilation of several distinct standards and codes related to building construction including plumbing, electrical, interior acoustics, energy efficiency, and handicap accessibility for persons with physical and

³ SCAG met 2020 GHG reduction but confirmation from CARB is still pending.

sensory disabilities. The current iteration is the 2022 Title 24 standards. The California Building Standards Code's energy-efficiency and green building standards are outlined below.

PART 6 – BUILDING ENERGY EFFICIENCY STANDARDS/ENERGY CODE

CCR Title 24, Part 6 is the Building Energy Efficiency Standards or California Energy Code. This code, originally enacted in 1978, establishes energy-efficiency standards for residential and non-residential buildings to reduce California's energy demand. New construction and major renovations must demonstrate their compliance with the current Energy Code through submittal and approval of a Title 24 Compliance Report to the local building permit review authority and the California Energy Commission (CEC). The 2022 Title 24 standards are the applicable building energy efficiency standards for the proposed project because they became effective on January 1, 2023.

PART 11 – CALIFORNIA GREEN BUILDING STANDARDS

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11, first in 2009 as a voluntary code, which then became mandatory effective January 1, 2011 (as part of the 2010 California Building Standards Code). The 2022 CALGreen includes mandatory minimum environmental performance standards for all ground-up new construction of residential and non-residential structures. It also includes voluntary tiers with stricter environmental performance standards for these same categories of residential and non-residential buildings. Local jurisdictions must enforce the minimum mandatory CALGreen standards and may adopt additional amendments for stricter requirements.

The mandatory standards applicable to the project require:

- 20 percent reduction in indoor water use relative to specified baseline levels⁴
- Waste Reduction:
 - Non-residential: Reuse and/or recycling of 100 percent of trees, stumps, rocks, and associated vegetation soils resulting from primary land clearing
- Inspections of energy systems to ensure optimal working efficiency
- Low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particleboards
- Electric Vehicle (EV) Charging for New Construction:⁵
 - One- and two-family dwellings and town houses with attached private garages: Dedicated circuitry to facilitate installation of electric vehicle (EV) charging;
 - Multi-family dwellings and hotels/motels with less than 20 units/rooms: Designation of at least 10 percent of the total number of parking spaces shall be EV capable and at least 25 percent of the total number of parking spaces shall be EV-ready;
 - Multi-family dwellings and hotels/motels with greater than 20 units/rooms: Designation of at least 10 percent of the total number of parking spaces shall be EV capable, at least 25

⁴ Similar to the compliance reporting procedure for demonstrating Energy Code compliance in new buildings and major renovations, compliance with the CALGreen water-reduction requirements must be demonstrated through completion of water use reporting forms. Buildings must demonstrate a 20 percent reduction in indoor water use by either showing a 20 percent reduction in the overall baseline water use as identified in CALGreen or a reduced per-plumbing-fixture water use rate.

⁵ EV Capable = a vehicle space with electrical panel space and load capacity to support a branch circuit and necessary raceways to support EV charging; EV-ready = a vehicle space which is provided with a branch circuit and any necessary raceways to accommodate EV charging stations, including a receptacle for future installation of a charger (see 2022 California Green Building Standard Code, Title 24 Part 11 for full explanation of mandatory measures, including exceptions).

percent of the total number of parking spaces shall be EV-ready, and at least 5 percent of the total number of parking spaces shall be equipped with a Level 2 charging station;

Non-residential land uses shall comply with the following EV charging requirements based on the number of passenger vehicle parking spaces:

- 1) 0-9: no EV capable spaces or charging stations required
- 2) 10-25: 4 EV capable spaces but no charging stations required
- 3) 26-50: 8 EV capable spaces of which 2 must be equipped with charging stations
- 4) 51-75: 13 EV capable spaces of which 3 must be equipped with charging stations
- 5) 76-100: 17 EV capable spaces of which 4 must be equipped with charging stations
- 6) 101-150: 25 EV capable spaces of which 6 must be equipped with charging stations
- 7) 151-200: 35 EV capable spaces of which 9 must be equipped with charging stations; and
- 8) More than 200: 20 percent of the total available parking spaces of which 25 percent must be equipped with charging stations

- Non-residential land uses shall comply with the following EV charging requirements for medium- and heavy-duty vehicles: warehouses, grocery stores, and retail stores with planned off-street loading spaces shall install EV supply and distribution equipment, spare raceway(s) or busway(s) and adequate capacity for transformer(s), service panel(s), or subpanel(s) at the time of construction based on the number of off-street loading spaces as indicated in Table 5.106.5.4.1 of the California Green Building Standards
- Bicycle Parking:
 - Non-residential short-term bicycle parking for projects anticipated to generate visitor traffic: permanently anchored bicycle racks within 200 feet of visitor entrance for 5 percent of new visitor motorized vehicle parking spaces with a minimum of one 2-bike capacity rack; and/or
 - Non-residential buildings with tenant spaces of 10 or more employees/tenant-occupants: secure bicycle parking for 5 percent of the employee/tenant-occupant vehicle parking spaces with a minimum of one bicycle parking facility.
- Shade Trees (Non-Residential):
 - Surface parking: minimum No. 10 container size or equal shall be installed to provide shade over 50 percent of the parking within 15 years (unless parking area covered by appropriate shade structures and/or solar)
 - Landscape areas: minimum No. 10 container size or equal shall be installed to provide shade of 20 percent of the landscape area within 15 years; and/or
 - Hardscape areas: minimum No. 10 container size or equal shall be installed to provide shade of 20 percent of the landscape area within 15 years (unless covered by applicable shade structures and/or solar or the marked area is for organized sports activities).

The voluntary Tier I and Tier II standards require:

- Deconstruct existing buildings and reuse applicable salvaged materials;
- Residential – Cool Roofs: have a thermal mass over the roof membrane, including green roofs weighing a minimum of 25 pounds per square foot or roof areas covered by solar photovoltaic panels and building integrated solar thermal panels;

- Residential – Reduce nonroof heat island for 50 percent of sidewalks, patios, driveways or other paved areas;
- One- and two-family dwelling units and townhouses with attached garages: install a dedicated 208/250-volt branch circuit for EV charging;
- Residential Bicycle Parking:
 - Multi-family/hotel/motel short-term parking: provide permanently anchored bicycle racks within 100 feet of visitor’s entrance for 5 percent of visitor motorized vehicle parking capacity (minimum one 2-bike capacity rack);
 - Multi-family buildings long-term parking: provide acceptable on-site bicycle parking for at least one bicycle per every two dwelling units; and/or
 - Hotel/motel long-term parking: provide one acceptable on-site bicycle parking space for every 25,000 square feet but not less than two spaces;
- Tier I
 - Stricter energy efficiency requirements
 - Stricter water conservation requirements for specific fixtures
 - minimum 65 percent reduction in construction waste with third-party verification Minimum 10 percent recycled content for building materials
 - Minimum 20 percent permeable paving
 - Minimum 20 percent cement reduction
 - Multi-family developments/hotels/motels: minimum 35 percent of total parking spaces shall be EV ready and for projects with 20 or more dwelling units/rooms a minimum of 10 percent of the total number of parking spaces shall be equipped with EV charging stations.
- Tier II
 - Stricter energy efficiency requirements
 - Stricter water conservation requirements for specific fixtures
 - Minimum 75 percent reduction in construction waste with third-party verification
 - Minimum 15 percent recycled content for building materials
 - Minimum 30 percent permeable paving; and/or
 - Minimum 25 percent cement reduction
 - Multi-family developments/hotels/motels: minimum 40 percent of total parking spaces shall be EV ready and for projects with 20 or more dwelling units/rooms, a minimum of 15 percent of the total number of parking spaces shall be equipped with EV charging stations.

California Integrated Waste Management Act (Assembly Bill 341)

The California Integrated Waste Management Act of 1989, as modified by AB 341 in 2011, requires each jurisdiction’s source reduction and recycling element to include an implementation schedule that shows: (1) diversion of 25 percent of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities and (2) diversion of 50 percent of all solid waste on and after January 1, 2000.

Executive Order N-79-20

On September 23, 2020, Governor Newsom issued EO N-79-20, which established the following new statewide goals:

- All new passenger cars and trucks sold in-state to be zero-emission by 2035
- All medium- and heavy-duty vehicles in the state to be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks
- All off-road vehicles and equipment to be zero-emission by 2035 where feasible

EO N-79-20 directs CARB, the Governor’s Office of Business and Economic Development, the CEC, the California Department of Transportation, and other state agencies to take steps toward drafting regulations and strategies and leveraging agency resources toward achieving these goals.

Assembly Bill 1279

AB 1279, “The California Climate Crisis Act,” was passed on September 16, 2022. It declares the State will achieve net zero GHG emissions as soon as possible, but no later than 2045, and achieve and maintain net negative GHG emissions thereafter. In addition, the bill states that the State will reduce GHG emissions by 85 percent below 1990 levels no later than 2045.

In response to the passage of AB 1279 and the identification of the 2045 GHG reduction target, CARB published the Final 2022 Climate Change Scoping Plan in November 2022 (CARB 2022). The 2022 Update builds upon the framework established by the 2008 Climate Change Scoping Plan and previous updates while identifying a new, technologically feasible, cost-effective, and equity-focused path to achieve California’s climate target. The 2022 Update includes policies to achieve a significant reduction in fossil fuel combustion, further reductions in short-lived climate pollutants, support for sustainable development, increased action on natural and working lands (NWL) to reduce emissions and sequester carbon, and the capture and storage of carbon.

The 2022 Update assesses the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan, addresses recent legislation and direction from Governor Newsom, extends and expands upon these earlier plans, and implements a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045, as well as taking an additional step of adding carbon neutrality as a science-based guide for California’s climate work. As stated in the 2022 Update, “The plan outlines how carbon neutrality can be achieved by taking bold steps to reduce GHGs to meet the anthropogenic emissions target and by expanding actions to capture and store carbon through the state’s NWL and using a variety of mechanical approaches” (CARB 2022). Specifically, the 2022 Update:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels
- Focuses on strategies for reducing California’s dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs
- Integrates equity and protecting California’s most impacted communities as driving principles throughout the document

- Incorporates the contribution of NWL to the state’s GHG emissions, as well as their role in achieving carbon neutrality
- Relies on the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture
- Evaluates the substantial health and economic benefits of taking action
- Identifies key implementation actions to ensure success

In addition to reducing emissions from transportation, energy, and industrial sectors, the 2022 Update includes emissions and carbon sequestration in NWL and explores how NWL contributes to long-term climate goals. Under the Scoping Plan Scenario, California’s 2030 emissions are anticipated to be 48 percent below 1990 levels, representing an acceleration of the current SB 32 target. Cap-and-Trade regulation continues to play a large factor in the reduction of near-term emissions for meeting the accelerated 2030 reduction target. Every sector of the economy will need to begin to transition in this decade to meet our GHG reduction goals and achieve carbon neutrality no later than 2045. The 2022 Update approaches decarbonization from two perspectives, managing a phasedown of existing energy sources and technologies, as well as increasing, developing, and deploying alternative clean energy sources and technology

Clean Energy, Jobs, and Affordability Act of 2022 (Senate Bill 1020)

Adopted on September 16, 2022, SB 1020 creates clean electricity targets for eligible renewable energy resources and zero-carbon resources to supply 90 percent of retail sale electricity by 2035, 95 percent by 2040, 100 percent by 2045, and 100 percent of electricity procured to serve all state agencies by 2035. This bill shall not increase carbon emissions elsewhere in the western grid and shall not allow resource shuffling⁶.

Regional and Local Regulations

2020 - 2045 RTP/SCS

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. On September 3, 2020, SCAG’s Regional Council formally adopted the 2020-2045 RTP/SCS (titled Connect SoCal). The 2020-2045 RTP/SCS builds upon the progress made through implementation of the 2016-2040 RTP/SCS and includes ten goals focused on promoting economic prosperity, improving mobility, protecting the environment, and supporting healthy/complete communities. The SCS implementation strategies include focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies. The SCS establishes a land use vision of center focused placemaking, concentrating growth in and near Priority Growth Areas, transferring of development rights, urban greening, creating greenbelts and community separators, and implementing regional advance mitigation (SCAG 2020).

⁶ Resource Shuffling is defined as a plan to substitute lower GHG emission power for higher GHG emission power to reduce a compliance obligation for GHG emissions from imported electricity in the Cap-and-Trade Program.

4.8.1 Impact Analysis

a. Methodology and Significance Thresholds

According to CEQA Guidelines Appendix G, impacts related to GHG emissions would be potentially significant if implementation of the Plan would do either of the following:

1. Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment
2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs

Most individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to cumulative effects that are significant, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines Section 15064[h][1]).

According to the CEQA Guidelines, projects can tier from a qualified GHG reduction plan, which allows for project-level evaluation of GHG emissions through the comparison of the proposed project's consistency with the GHG reduction policies included in a qualified GHG reduction plan. This approach is considered by the Association of Environmental Professionals (2016) in its white paper, *Beyond Newhall and 2020*, to be the most defensible approach presently available under CEQA to determine the significance of a project's GHG emissions. The City of Montebello has not adopted a numerical significance threshold for assessing impacts related to GHG emissions. Neither the South Coast Air Quality Management District (SCAQMD), California Office of Planning and Research, CARB, California Air Pollution Control Officers Association (CAPCOA), nor any other state or applicable regional agency has adopted a numerical significance threshold for assessing GHG emissions that is applicable to the proposed Project.

In the absence of any adopted numeric threshold, the significance of the proposed Project's GHG emissions are evaluated consistent with CEQA Guidelines Section 15064.4(b) by considering whether the proposed Project complies with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

Therefore, the significance of the proposed Project's potential impacts regarding GHG emissions and climate change is evaluated based on consistency with plans and policies adopted for the purposes of reducing GHG emissions and mitigating the effects of climate change. The most directly applicable adopted regulatory plans to reduce GHG emissions are the 2022 Scoping Plan, and the 2020-2045 RTP/SCS. The GHG emissions from the construction and operation of projects carried out under the proposed Project are provided for informational purposes.

The most common GHGs emitted by land use developments and linear projects (and quantified by CalEEMod) are CO₂, CH₄, and N₂O. CalEEMod version 2022.1 includes common refrigerants, such as hydrofluorocarbons, used in air conditioning and refrigeration equipment. Emissions of all GHGs are converted into their equivalent GWP in terms of CO₂ (i.e., CO₂e). Minimal amounts of other GHGs (such as chlorofluorocarbons) would be emitted; however, these other GHG emissions would not

substantially add to the total. GHG emissions associated with project construction and operational activity were calculated using CalEEMod version 2022.1 (see Appendix C for calculations).

Construction Emissions

Construction of projects carried out under the proposed Project would take place over approximately 20 years, as detailed in Section 2, *Project Description*. During construction, these projects would generate GHG emissions primarily from the use of internal combustion engines to power on-site equipment as well as off-site transportation of workers and materials. Further details on the assumptions included in the modeling of GHG emissions are provided in Section 4.3, *Air Quality*. Emissions were based on the growth anticipated under the proposed Project which, as described in Table 2-6 of Section 2, *Project Description*, consist of 16,893 residential units, 368,955 square feet of commercial (office) uses, and 104 hotel rooms. Growth for residential and office land uses were annualized over 15 years. Annual emissions were then multiplied by 15 to determine total construction emissions anticipated from buildout. Hotel growth was assumed at 50 rooms in one year, this annual construction estimate was multiplied by 2.1 to determine total emissions from the construction of up to 104 new hotel rooms throughout the Plan Area. Construction emissions were based on average fleet emissions in 2023; they therefore represent a conservative estimate of construction emissions that will occur over the proposed Project buildout. The proposed Project's GHG construction emissions are amortized for the lifetime of the project, which is 30 years based on SCAQMD guidance (SCAQMD 2008).

Operational Emissions

All growth expected under the proposed Project is expected to occur by 2045. Details for mobile source and area source inputs included in the modeling of GHG emissions are provided in Section 4.3, *Air Quality*. Additional sources detailed in Section 4.3, *Air Quality*, that contribute to the release of GHG emissions include the following:

Energy Sources

Energy source emissions are based on CalEEMod default assumptions for the proposed land use types in the proposed Project. The proposed Project would generate GHG emissions from electricity use associated with appliances and heating ventilation and air conditioning (HVAC) systems. Emissions from electricity use are calculated by multiplying the energy use by the carbon intensity of the utility district per kilowatt hour (CAPCOA 2022). The proposed Project would be served by Southern California Edison (SCE). Specific energy intensity factors (i.e., the amount of CO₂e per megawatt-hour) from SCE are used in the calculation of GHG emissions.

The default electricity consumption values in CalEEMod include the CEC-sponsored California Commercial End Use Survey and Residential Appliance Saturation Survey studies. CalEEMod version 2022.1 currently incorporates California's 2019 Title 24 building energy efficiency standards. Therefore, this analysis would generate conservative energy GHG emissions estimates since development carried out under the proposed Project would occur over approximately 20 years, and future development would be subject to more stringent Title 24 Standards. Refer to Section 4.3, *Air Quality*, for additional details about energy consumption assumptions.

Waste Sources

GHG emissions from waste generation were also calculated in CalEEMod and are based on information provided in Section 4.19, *Utilities and Service System*, for solid waste. The proposed

Project would generate 12.23 pounds of solid waste per household; six pounds of solid waste per 1,000 square feet of commercial space; and two pounds of solid waste per hotel room. Therefore, the proposed Project is anticipated to generate 104.5 tons of solid waste per day at buildout (2045), CARB's methods for quantifying GHG emissions from solid waste using the degradable organic content of waste (CAPCOA 2022). Waste disposal rates by land use and overall composition of municipal solid waste in California was primarily based on data provided by the California Department of Resources Recycling and Recovery.

Water and Wastewater Sources

The analysis used water and wastewater consumption rates from Section 4.19, *Utilities and Service Systems*, to determine GHG emissions from water and wastewater sources. The proposed Project is anticipated to consume approximately 3.3 million gallons of water per day and generate approximately 2.8 million gallons of wastewater per day. CalEEMod calculated GHG emissions from water and wastewater usage based on the default electricity intensity from the CEC's 2006 Refining Estimates of Water-Related Energy Use in California and the average values for northern and southern California.

b. Project and Cumulative Impacts

Threshold 1: Would the proposed Project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Threshold 2: Would the proposed Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

Impact GHG-1 **ALTHOUGH CONSTRUCTION AND OPERATION OF PROJECTS CARRIED OUT UNDER THE PROPOSED PROJECT WOULD GENERATE GHG EMISSIONS, THE PROPOSED GENERAL PLAN UPDATE INCLUDES POLICIES AND ACTIONS THAT REDUCE GHG EMISSIONS AND ALIGN WITH THE GOALS OF APPLICABLE PLANS, POLICIES, AND REGULATIONS RELATED TO GHG EMISSIONS. THE PROPOSED PROJECT WOULD THEREFORE NOT CONFLICT WITH APPLICABLE PLANS, POLICIES, AND REGULATIONS ADOPTED FOR THE PURPOSE OF REDUCING GHG EMISSIONS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.**

As discussed under Section 4.8.1.1, *Significance Thresholds*, plans and policies have been adopted to reduce GHG emissions in the Southern California region, including the State's 2022 Scoping Plan and SCAG's 2020-2045 RTP/SCS. The proposed Project's consistency with these plans and applicable policies is discussed in the following subsections. As discussed herein, the proposed Project would not conflict with plans and policies aimed at reducing GHG emissions. Estimated GHG emissions for development expected to be carried out under the proposed Project are provided for informational purposes following the consistency analysis.

2022 Scoping Plan

The principal state GHG reduction plans and policies are AB 32, the California Global Warming Solutions Act of 2006, and the subsequent legislation, SB 32 and AB 1279. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020. The goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. In 2022, the State passed AB 1279, which declares the State would achieve net-zero GHG emissions by 2045 and would reduce GHG emissions by 85 percent below 1990 levels by 2045. The latest iteration of the Scoping Plan is the 2022 Scoping Plan, which focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean

technology, energy deployment, natural and working lands, and others, and is designed to meet the state's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities. The 2022 Scoping Plan's strategies that apply to the proposed Project include the following:

- Reducing fossil fuel use, energy demand and vehicle miles traveled (VMT)
- Building decarbonization
- Maximizing recycling and diversion from landfills

Implementation of individual projects carried out under the proposed Project would be consistent with the latest Title 24 Standards, which would require electric vehicle (EV) charging spaces for residential and non-residential land uses and a photovoltaic system consistent with the provisions of the latest California Building Energy Efficiency Standards. In addition, the proposed Project includes the following actions to promote green infrastructure:

- Action A1.3a: Reduce potential GHG emissions from development by encouraging electrification of new developments, promoting energy conservation in existing buildings, plan new development and redevelopment to reduce single-occupancy vehicle miles traveled, and consider green space during development.
- Action A1.5c: Invest in low-emission or zero-emission vehicles to replace the City's gasoline powered vehicle fleet and transition to available clean fuel sources such as biodiesel for trucks and heavy equipment.
- Action A1.5d: Encourage the use of low or zero emission vehicles, bicycles, non-motorized vehicles, and car-sharing programs by supporting new and existing development that includes sustainable infrastructure and strategies such as vehicle charging stations, drop-off areas for ride-sharing services, secure bicycle parking, and transportation demand management programs.

Electricity would be served by SCE, which is required to increase its renewable energy procurement in accordance with SB 100 targets. The proposed Project would reduce fossil fuel use, energy demand, and vehicle miles traveled in the Plan Area. The Plan Area is served by Montebello Bus Lines in the Plan Area and neighboring cities. Montebello Bus Lines is the third largest municipal bus system in Los Angeles County with a fleet of 66 buses that provide fixed route services along major corridors in the Plan Area such as Washington Boulevard, Montebello Boulevard, and Beverly Boulevard. In addition, Los Angeles County Metropolitan Transit Authority (Metro) operates bus routes within the Plan Area on route 18, 62, 66, 68, 108, and 176. The proposed General Plan Update includes the following policies to promote alternative modes of transportation:

- **P2.3: Maximize future Light Rail Stop with TOD Planning.**
- **P2.7: Encourage urban infill and compact development.**
- **P3.2: Direct growth and redevelopment to the Downtown Area.**
- **P3.4: New developments will create diverse and walkable neighborhoods.**
- **P4.1: Support and promote walking, biking, and other nonvehicular modes as an alternative to driving within Montebello.**
- **P4.2: Promote the use of public transit through high-quality local and regional transit service and facilities.**
- **P4.3: Foster multimodal accessibility between transit services and destinations within the city.**

- **P4.5: Provide a network of complete streets that are safe and accessible for all transportation modes and users, including those with impaired mobility, with a system of multimodal and context-appropriate roadways that support a shift to alternative travel modes and a reduction in VMT.**
- **P4.6: Balance local and regional vehicular throughput needs, as well as their effects on other modes of travel.**

The proposed Project seeks to direct new growth to corridors, the downtown area, the future light rail transit station at Greenwood Avenue and Washington Boulevard, and larger tracts in the northeast part of the Plan Area near the I-60 freeway, over the next 20 years. Proposed General Plan Update policies encourage new housing to be provided in walkable mixed-use environments Downtown and along major transit corridors, shifting development pressure away from stable residential neighborhoods. Therefore, the proposed Project would encourage alternative modes of transportation such as walking, bicycling and public transit. Thus, the proposed Project would not conflict with the 2022 Scoping Plan.

SCAG 2020-2045 RTP/SCS

SB 375 requires CARB to set regional targets for GHG emissions from use of light duty vehicles associated with land use decisions. MPOs must address their regional GHG reductions targets in an SCS as part of the MPO's RTP. SCAG's 2020-2045 RTP/SCS provides land use and transportation strategies to reduce regional GHG emissions, such as:

- Reflect the Changing Population and Demands
- Focus New Growth Around Transit
- Provide More Options for Short Trips
- Encouraging Active Transportation for Short Trips
- Promote Safety and Security
- Active Transportation

The 2020-2045 RTP/SCS includes goals with corresponding implementation strategies for focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, and supporting implementation of sustainability policies. Table 4.8-1 summarizes policies contained in SCAG's RTP/SCS that are applicable to the proposed Project and evaluates the proposed Project's consistency with these policies. By promoting infill and mixed-use development, and alternative transportation modes, the proposed Project would be consistent with the major initiatives identified in the 2020-2045 RTP/SCS (see Table 4.8-1). Because the proposed Project is consistent with adopted plans, policies, and regulations to reduce GHG emissions, impacts would be less than significant.

Table 4.8-1 Montebello General Plan Update Consistency with 2020-2045 RTP/SCS Land Use Policies

| Strategy/Action | Project Consistency |
|---|--|
| Focus Growth Near Destinations & Mobility Options | |
| <ul style="list-style-type: none"> ▪ Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations. ▪ Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets. ▪ Plan for growth near transit investments and support implementation of first/last mile strategies. ▪ Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses ▪ Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods. ▪ Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) ▪ Identify ways to “right size” parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking) | <p>Consistent. The proposed Project would provide employment opportunities for the local workforce through the added commercial and hotel development. According to the proposed General Plan Update, an estimated 2,200 jobs would be created through 2045. Generally, new development would be concentrated in corridors and neighborhood areas. The proposed General Plan Update sets forth a 20-year vision to preserve the character and quality of existing neighborhoods and encourage new housing in Downtown Montebello and corridors close to services, jobs, and conveniences. The proposed General Plan Update is closely tied to the Downtown Montebello Specific Plan, which is part of the proposed Project and is focused on walkable and mixed-use development in the Downtown and preserving and adding to the supply of affordable and supportive housing in the area.</p> <p>The following proposed General Plan Update policies would support this initiative:</p> <ul style="list-style-type: none"> ▪ P1.5 Coordinate initiatives and regulatory changes with local, regional, and state agencies to reduce motor vehicle emissions. ▪ P1.6 Improve the City’s jobs/housing balance ratio. ▪ P2.2 Promote corridor development. ▪ P2.3 Enhance Downtown’s character with compact and walkable infill development. ▪ P2.6 Preserve and enhance industrial areas. ▪ P2.7 Encourage urban infill and compact development. ▪ P2.8 Reconnect streets and alleys to form a network. ▪ P5.5 Promote opportunities for people to build connections with their peers, neighbors, and the greater community supporting inter-generational and inter-cultural programs, activities, and events. |
| Leverage Technology Innovations | |
| <ul style="list-style-type: none"> ▪ Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space. ▪ Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a “mobility wallet,” an app-based system for storing transit and other multi-modal payments. ▪ Identify ways to incorporate “micro-power grids” in communities, for example solar energy, hydrogen fuel cell power storage and power generation | <p>Consistent. Development carried out under the proposed Project would be subject to, and therefore consistent with, CALGreen Standards for EV charging requirements, which require the following:</p> <ul style="list-style-type: none"> ▪ For residential land uses with less than 20 dwelling units, 10 percent of total parking are required for EV capable spaces. ▪ For residential land uses over 20 dwelling units, 10 percent of total parking are required to be EV capable, and five percent should be equipped with EV chargers. ▪ For non-residential project EV capable spaces are required for 20 percent of total parking spaces and 25 percent of total EV capable spaces would be required to implement electric charging station. <p>The following actions from the proposed General Plan Update would support this initiative.</p> <ul style="list-style-type: none"> ▪ Action A1.3a: Reduce potential GHG emissions from development by encouraging electrification of new |

| Strategy/Action | Project Consistency |
|--|--|
| | <p>developments, promoting energy conservation in existing buildings, plan new development and redevelopment to reduce single-occupancy vehicle miles traveled, and consider green space during development.</p> <ul style="list-style-type: none"> ▪ Action A1.5c: Invest in low-emission or zero-emission vehicles to replace the City’s gasoline powered vehicle fleet and transition to available clean fuel sources such as bio-diesel for trucks and heavy equipment. ▪ Action A1.5d: Encourage the use of low or zero emission vehicles, bicycles, non-motorized vehicles, and car-sharing programs by supporting new and existing development that includes sustainable infrastructure and strategies such as vehicle charging stations, drop-off areas for ride-sharing services, secure bicycle parking, and transportation demand management programs. |
| <p>Promote a Green Region</p> | |
| <ul style="list-style-type: none"> ▪ Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards. ▪ Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration. ▪ Integrate local food production into the regional landscape. ▪ Promote more resource efficient development focused on conservation, recycling and reclamation. ▪ Preserve, enhance and restore regional wildlife connectivity. ▪ Reduce consumption of resource areas, including agricultural land ▪ Identify ways to improve access to public park space | <p>Consistent. The following policies from the proposed General Plan Update would support this initiative.</p> <ul style="list-style-type: none"> ▪ P1.1 Enhance air and water quality, increase public green space through the integration of green infrastructure. ▪ P1.2 Support regional planning efforts to improve air quality. ▪ P1.3 Consider emission reduction goals in all major decisions on land use and investments in public infrastructure. ▪ P1.4 Educate businesses and the general public about air quality standards, health effects, and best practices they can make to improve air quality and reduce greenhouse gas emissions. ▪ P1.5 Coordinate initiatives and regulatory changes with local, regional, and state agencies to reduce motor vehicle emissions. ▪ P1.7 Montebello will protect, conserve, and replenish existing and future water resources. ▪ P2.7 Encourage urban infill and compact development. ▪ P3.1 Preserve natural areas. ▪ P3.7 Maintain high-quality reliable potable water and non-potable water services, diversify supply and maintain and create facilities that meet existing and future water demands including drought conditions. ▪ P3.8 Maintain, upgrade, and expand water pipeline, storage, and pumping infrastructure to meet projected domestic, commercial, and fire flow demands for all land uses within the City. ▪ P3.9 Ensure that wastewater in the City of Montebello is safely and efficiently conveyed and treated under all demand scenarios, including existing and future average and peak flow sewer flow scenarios. ▪ P3.10 Utilize and maintain a robust stormwater conveyance system that protects the City from flooding impacts while seeking multi-benefit solutions including water quality. ▪ P3.13 Provide and maintain adequate and orderly systems for the efficient collection and disposal of solid waste for existing and future development. |

| Strategy/Action | Project Consistency |
|-----------------|--|
| | <ul style="list-style-type: none"> ▪ P5.6 Facilitate contact with nature through network of public and private green space. ▪ P5.7 Harnesses naturally occurring power of the sun, direction of wind and other climatic effects to maintain consistent indoor temperatures and occupant comfort. ▪ P7.3 Promote, expand, and protect a green infrastructure that links the natural habitat. |

Source: SCAG 2020

GHG Emissions

Development carried out under the proposed Project would generate GHG emissions through construction as well as operational activities. As mentioned in Section 4.8.3.1, *Significance Thresholds*, there is no adopted numerical threshold applicable to the Plan Area; therefore, quantified GHG emissions are provided for informational purposes only. Construction of projects carried out under the proposed Project would generate temporary GHG emissions primarily from the operation of construction equipment as well as from vehicles transporting construction workers to and from project sites and heavy trucks to transport building materials. Construction emissions were quantified based on annualized growth assumptions as detailed in the methodology section above. Construction emissions for projects carried out under the proposed Project are identified in Table 4.8-2. Amortized total emissions are added to the operational emissions estimates.

Table 4.8-2 Amortized Construction Emissions

| Land Use | Annual Emissions (MT CO ₂ e) | Total Plan Emissions (MT CO ₂ e) |
|---------------------------|---|---|
| Residential | 2,079 | 31,185 |
| Office | 169 | 2,535 |
| Hotel | 313 | 651 |
| Total | 2,561 | 34,371 |
| Amortized (over 30 years) | | 1,146 |

Source: Appendix C

Operation of projects carried out under the proposed Project would generate GHG emissions associated with area sources (e.g., landscape maintenance), energy and water usage, vehicle trips, wastewater, solid waste generation, and refrigerant. As shown in Table 4.8-3, when combined with amortized construction emissions, projects carried out under the proposed Project would result in an estimated 114,483 MT of CO₂e per year over approximately the next 20 years. Refer to Appendix C for the supporting CalEEMod calculations.

Table 4.8-3 Construction, Operational, and Total Project Emissions

| Emission Source | Annual Emissions (MT of CO₂e/year) |
|-------------------------|--|
| Construction | |
| Amortized over 30 years | 1,146 |
| Operational | 113,337 |
| Mobile | 76,427 |
| Area | 3,936 |
| Energy | 19,130 |
| Water | 1,783 |
| Waste | 12,002 |
| Refrigerant | 59 |
| Total Emissions | 114,483 |

MT CO₂e = metric tons of carbon dioxide equivalent
 Source: Appendix C for CalEEMod outputs

The proposed Project would be consistent with statewide, regional, and local plans and policies adopted for the purposes of reducing GHG emissions and mitigating the effects of climate change. The proposed General Plan Update includes various goals and policies to reduce per-service population GHG emissions directly and indirectly in Montebello. These policies are intended to increase the use of alternative transportation, shorten vehicle trips throughout the City, and improve efficiency (e.g., water conservation), causing a decrease in VMT and energy use and, consequently, a decrease in GHG emissions.⁷ Proposed General Plan Update policies would reduce GHG emissions throughout the Plan Area as detailed in Section 4.8.2, *Regulatory Framework* under the heading of *Regional and Local Regulations*.

These policies, which promote mixed-use development, an enhanced pedestrian and bicycle network, improved access to and quality of public transportation, and infill and mixed-use housing, would encourage the use of alternative transportation and discourage vehicle trips. Because the proposed Project would encourage infill development and promote the establishment and use of alternative transportation such as walking, bicycling, and public transit, it would contribute to long-term reductions in per capita GHG emissions.

The policies and actions from the General Plan Update and the 2022 RTP/SCS described above would help minimize contributions to greenhouse gases in the environment.

Mitigation Measures

Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.

⁷ Based on the traffic study, the proposed Project results in a VMT of 22.07 per service population with the proposed Project vs. 27.2 existing and 26.13 future without the proposed Project (Kittelton & Associates, September 2023).

Cumulative Impacts

“Cumulatively considerable” means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15355). The vast majority of projects do not generate sufficient GHG emissions to create a project-specific impact through a direct influence on climate change; therefore, the issue of climate change for the proposed Project involved an analysis of whether a proposed Project’s contribution toward an impact is cumulatively considerable. The proposed Project itself is cumulative in nature as it represents growth through the Plan Area over approximately the next 20 years. The proposed Project is not one individual project, but a number of as yet undefined future projects that may occur under the proposed Project. New development carried out by the proposed Project would contribute to GHG impacts regionally and globally, since GHG traps heat in the atmosphere over approximately 100 years but, as discussed in this section, the proposed Project would be consistent with plans and regulations adopted for the purpose of reducing GHG emissions and their cumulative impacts on the environment. Therefore, the proposed Project would not make a substantial contribution to cumulative GHG impacts.

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4.9 Hazards and Hazardous Materials

This chapter analyzes the potential impacts of the proposed Project related to exposure to hazards and hazardous materials, including hazardous materials use, transport, and exposure; safety hazards related to airports; and potential to interfere with an emergency response or evacuation plan or expose people or structures to significant wildland fire risk. Data used to prepare this section was obtained from the California Department of Toxic Substances Control (DTSC), the California State Water Resources Control Board (SWRCB), California Department of Forestry and Fire Protection (CAL FIRE), United States Environmental Protection Agency (USEPA) and other sources.

4.9.1 Environmental Setting

a. Definitions

The USEPA defines hazardous waste as a substance that (1) may cause or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating reversible illness and (2) poses a substantial present or potential future hazard to human health or the environment when it is improperly treated, stored, transported, disposed of, or otherwise managed. Hazardous waste is also defined as ignitable, corrosive, explosive, or reactive (Federal Code of Regulations Title 40: Protection of the Environment, Part 261). The USEPA has developed a list of specific types of hazardous waste that are in the forms of solids, semi-solids, liquids, and gases. Producers of such waste include private businesses and federal, state, and local government agencies.

A material may also be classified as a hazardous material if it contains defined amounts of toxic chemicals. The USEPA regulates the production and distribution of commercial and industrial chemicals to protect human health and the environment. The USEPA also prepares and distributes information to further the public's knowledge about these chemicals and their effects, and provides guidance to manufacturers in pollution prevention measures, such as more efficient manufacturing processes and recycling used materials.

Hazard Versus Risk

The health of workers and the general public is potentially at risk whenever hazardous materials have been used or where there could be exposure to such materials. Ecological communities, such as avian and terrestrial habitats and the aquatic environment, may also be at risk, depending on the type of populations and locations relative to potential exposure sources. Inherent in the setting and analyses presented in this section are the concepts of the "hazard" of these materials and the "risk" they pose to human health and the ecological environment.

Exposure to some chemical substances may harm internal organs or systems in the human body, ranging from temporary effects to permanent disability or death. Aquatic, terrestrial, or avian species may also be similarly adversely affected. Hazardous materials that result in adverse effects are generally considered "toxic." However, other chemical materials may be corrosive, or react with other substances to form other hazardous materials, but they are not considered toxic because organs or systems are not affected. Because toxic materials can result in adverse health effects, they are considered hazardous materials, but not all hazardous materials are necessarily "toxic." For purposes of the information and analyses presented in this section, the terms hazardous substances and hazardous materials are used interchangeably and include materials that are considered toxic.

The risk to human health and the ecological environment is determined by the probability of exposure to a hazardous material and the severity of harm such exposure would pose. That is to say, the likelihood and means of exposure, in addition to the inherent toxicity of a material, are used to determine the degree of risk to human health or the ecosystem. For example, a high probability of exposure to a low-toxicity chemical would not necessarily pose an unacceptable human health or ecological risk, whereas a low probability of exposure to a very high-toxicity chemical might. Various regulatory agencies, such as the USEPA, California Environmental Protection Agency (CalEPA), SWRCB, DTSC, United States Occupational Safety and Health Administration (OSHA), and California Department of Industrial Regulations Division of Occupational Safety and Health (CalOSHA), are responsible for developing and/or enforcing risk-based standards to protect the public and the environment.

b. Potential Hazardous Materials

Hazardous materials in the Plan Area are routinely used, stored, and transported in commercial/retail businesses as well as in educational facilities, hospitals, and households. Hazardous materials users and waste generators in the Plan Area include businesses, public and private institutions, and households. Federal, state, and local agency databases maintain comprehensive information on the locations of facilities using large quantities of hazardous materials, as well as facilities generating hazardous waste. Some of these facilities use certain classes of hazardous materials that require accidental release scenario modeling and risk management plans to protect surrounding land uses.

The California Highway Patrol (CHP) and the California Department of Transportation (Caltrans) are the enforcement agencies for hazardous materials transportation regulations. Transporters of hazardous materials and waste are responsible for complying with all applicable packaging, labeling, and shipping regulations. The Office of Emergency Services (OES) also provides emergency response services involving hazardous materials incidents. Both federal and state governments require all businesses that handle more than a specified amount of hazardous materials to submit a business plan to a regulating agency.

Asbestos

Asbestos is a naturally occurring fibrous mineral found in certain types of rock formations. Asbestos is commonly mixed during processing with a material that binds fibers together so that it can be used in different projects. Asbestos became popular because it is durable, fire retardant, resists corrosion, and is a good insulator. Asbestos becomes a problem when it is damaged, disturbed, or deteriorates over time, and the material releases fibers into the air. Asbestos fibers can cause serious health problems if inhaled.

According to the California Code of Regulations (CCR), Title 8, Section 1529, *Asbestos*, presumed asbestos-containing material means “thermal system insulation and surfacing material found in buildings constructed no later than 1980.” However, the designation of a material as presumed asbestos-containing material may be rebutted pursuant to subsection (k)(5) of Title 8, Section 1529. Because many structures in the Plan Area were built prior to 1980, asbestos may have been used in the building materials for many local structures.

Lead

Lead is a highly toxic metal that was used for many years in consumer products. Because of its toxic properties, lead is regulated as a hazardous material. Excessive exposure to lead can result in the

accumulation of lead in the blood, soft tissues, and bones. Children are particularly susceptible to potential lead-related health problems because it is easily absorbed into developing systems and organs.

Lead is one of the most common hazards that humans are exposed to in their daily lives and may be present in hazardous concentrations in food, water, and air. Sources of lead include the manufacturing and recycling of batteries, paint, ink, ceramics, ammunition, urban dust, and secondary lead smelters. Lead is no longer permitted for gasoline. Lead poisoning is the leading environmentally induced illness in children and poses a potential public health risk. In 1978, the federal government required the reduction of lead in house paint to less than 0.06 percent (600 parts per million), but houses in Montebello built prior to this period may contain lead-based paint at levels in excess of this limit. Persons who own or perform repairs on a structure built before 1978, according to the California Department of Public Health (CDPH), are required to take the following actions (County of Los Angeles Public Health Department 2023a):

- Test painted surfaces for lead-based paint prior to beginning work, or assume that the surfaces contain lead-based paint and use lead-safe work practices
- Do not use a belt-sander, propane torch, high temperature heat gun, dry scraper, or dry sandpaper to remove lead-based paint
- Maintain painted surfaces in good repair
- Check impact or friction surfaces (windows and doors) for dust or deterioration
- Landlords must disclose known information on lead-based paint and lead-based paint hazards before leases take effect
- Sellers must disclose known information on lead-based paint and lead-based paint hazards before selling the property
- Renovators disturbing painted surfaces must give out the USEPA's *Renovate Right* pamphlet

Contractors that disturb lead-based paint in homes built before 1978 must be certified and follow specific work practices to prevent lead contamination pursuant to 40 CFR 745, Subpart E.

Household Hazardous Waste

The USEPA defines household hazardous waste as “leftover products such as paints, cleaners, oils, batteries, and pesticides that contain potentially hazardous ingredients that could be corrosive, toxic, ignitable, or reactive.” Methods of improper disposal of household hazardous waste commonly include pouring them down the drain, on the ground, into storm sewers, or in some cases putting them out with the trash. Though the dangers of such disposal methods might not be immediately obvious, improper disposal of these forms of waste can pollute the environment and pose a threat to human health.

Los Angeles County provides residents a cost-free way to dispose of unwanted household chemicals. Solvents/Automotive/Flammables/Electronics (SAFE) Centers are available for Los Angeles County residents to properly dispose of household hazardous waste and electronic waste. There are seven SAFE collection centers in Los Angeles County (Los Angeles Sanitation & Environment 2023). The closest SAFE collection center to the Plan Area is 2649 East Washington Boulevard in Los Angeles, approximately eight miles west of the Plan Area. In addition, many one-day Household Hazardous Waste collection events are provided in different cities (County of Los Angeles Public Health Department 2023b). Most events are held on Saturdays from 9 a.m. to 3 p.m. and are open to all Los Angeles County residents.

Radon Gas

Radon is a cancer-causing natural radioactive gas that is invisible, odorless, and tasteless. Radon forms from the radioactive decay of small amounts of uranium naturally present in rocks and soil. It can affect indoor air quality, particularly in mountainous areas. Radon gas from natural sources can accumulate in buildings and is a leading cause of non-smoking lung cancer deaths. According to the DOC Indoor Radon Potential map, Montebello is within a low radon potential zone (DOC 2016). The USEPA has created a map to identify areas with the potential for elevated indoor radon levels and has designated Los Angeles County as a Zone 2 area (Figure 4.9-1) (USEPA 2023a). Zone 2 areas have moderate geologic radon potential with average indoor radon levels that may be between 2 and 4 picocuries per liter of air (pCi/L).

Existing Hazardous Materials Sites

A database search conducted in August 2023 through the DTSC EnviroStor Hazardous Waste and Substances Site List website (DTSC 2023) found two active sites in Montebello. These two sites are listed in Table 4.9-1. There are six open sites listed by the SWRCB's Geotracker database in the Plan Area. These six sites are listed in Table 4.9-2. One of these sites is listed by the USEPA under the Superfund Amendments and Reauthorization Act (SARA), Title III as shown in Table 4.9-3 (USEPA 2023b).

With respect to investigation and cleanup of known contaminated sites, the DTSC and SWRCB are the two primary state agencies responsible for issues pertaining to hazardous materials release sites. The DTSC has developed standards for the investigation of sites where hazardous materials contamination has been identified or could exist based on current or past uses. The standards identify approaches to:

- Determine if a release of hazardous waste/substances exists at a site and delineate the general extent of contamination
- Estimate the potential threat to public health and/or the environment from the release and provide an indicator of relative risk
- Determine if an expedited response action is required to reduce an existing or potential threat
- Complete preliminary project scoping activities to determine data gaps and identify possible remedial action strategies to form the basis for development of a site strategy

Figure 4.9-2 illustrates all contaminated and potentially contaminated sites within the Plan Area contained in the DTSC's EnviroStor database, Compensation and Liability Information System (CERCLIS), and the SWRCB GeoTracker database. As shown on Figure 4.9-2, there are 112 sites identified as containing or potentially containing hazardous materials contamination in the Plan Area. These 112 sites include leaking underground storage tanks (LUST) cleanup sites (Open and Closed) and the DTSC's cleanup program sites (Open and Closed).

Figure 4.9-1 USEPA Map of Radon Zones in California

CALIFORNIA - EPA Map of Radon Zones

<http://www.epa.gov/radon/zonemap.html>

The purpose of this map is to assist National, State and local organizations to target their resources and to implement radon-resistant building codes.

This map is not intended to determine if a home in a given zone should be tested for radon. Homes with elevated levels of radon have been found in all three zones.

All homes should be tested, regardless of zone designation.

IMPORTANT: Consult the publication entitled "Preliminary Geologic Radon Potential Assessment of California" (USGS Open-file Report 93-292-1) before using this map. See <http://energy.cr.usgs.gov/radon/grpinfo.html>. This document contains information on radon potential variations within counties. EPA also recommends that this map be supplemented with any available local data in order to further understand and predict the radon potential of a specific area.



Table 4.9-1 DTSC Active Sites in the Montebello

| Site Name | Site Location | DTSC Site Type | Status |
|-----------------------------|---------------------------------|-------------------|--------|
| Metro Heights | 1400 North Montebello Boulevard | Voluntary Cleanup | Active |
| Georgia Pacific Corporation | 760 South Vail Ave | Corrective Action | Active |

Source: DTSC 2023

Table 4.9-2 SWRCB Sites

| Site Name | Site Location | Site Type | Status |
|--|---------------------------------|----------------------|--------------------------------------|
| Chevron Montebello Terminal | 601 Vail Avenue | Cleanup Program Site | Open- Assessment and Remedial Action |
| Former Plains Exploration and Production Co. (PXP) | 1400 North Montebello Boulevard | Cleanup Program Site | Open- Assessment and Remedial Action |
| Former SCE Electrical Montebello Substation | Vail Avenue and Mines Avenue | Cleanup Program Site | Open-Site Assessment |
| Georgia Pacific Corp | 760 South Vail Avenue | Cleanup Program Site | Open-Inactive |
| LA Tourette Family Survivor’s Trust | 1800-1808 Whittier Boulevard | LUST Clean Up Site | Open-Site Assessment |
| Normandy Plaza | 1009 West Beverly Boulevard | Cleanup Program Site | Open-Site Assessment |

Source: SWRCB 2023

Table 4.9-3 CERCLIS Sites in the Montebello Area

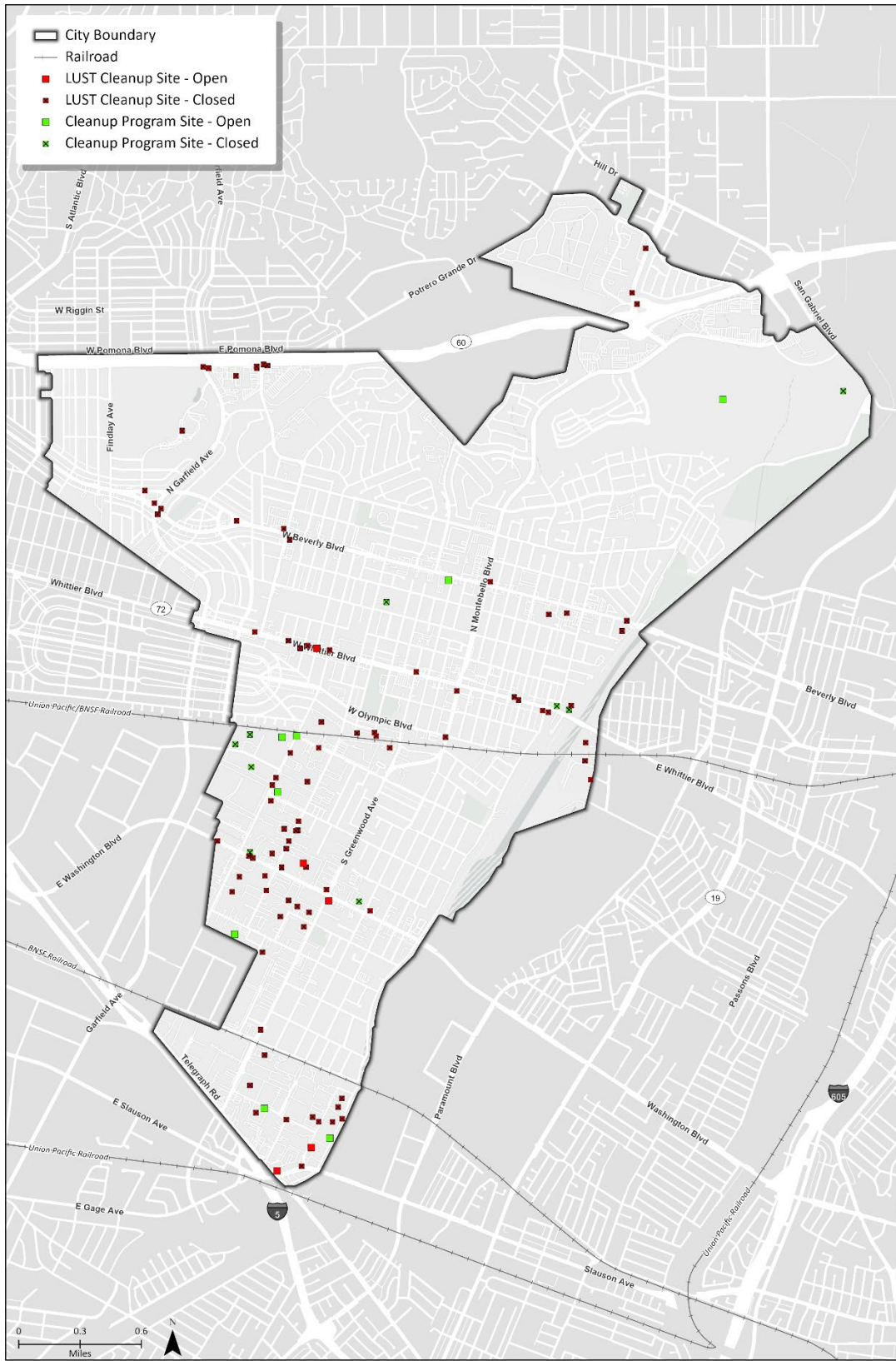
| Site Name | Site Location | EPA ID | Status |
|----------------|-----------------------|--------------|------------|
| Hose-Man Drums | 940 South Vail Avenue | CAN000909539 | Not on NPL |

Source: USEPA 2023a

Comprehensive Environmental Response, Compensation, and Liability Information System

The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) was developed to protect water, air, and land resources from risks created by past chemical disposal practices. This act is also referred to as the Superfund Act, and the sites listed under it are referred to as Superfund sites. Under CERCLA, the USEPA maintains Comprehensive Environmental Response, CERCLIS, which lists all contaminated sites in the United States that have in the past undergone or are currently undergoing clean-up activities. CERCLIS contains information on current hazardous waste sites, potential hazardous waste sites, and remedial activities. This includes sites that are on the National Priorities List (NPL) or being considered for the NPL. The NPL is the list of sites of national priority among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories. The NPL is intended primarily to guide the USEPA in determining which sites warrant further investigation (USEPA 2023c). There is one CERCLIS sites in the City (listed in Table 4.9-3) but this site is not listed on the NPL (USEPA 2023d).

Figure 4.9-2 Contaminated Sites in Montebello



Toxics Release Inventory

The Toxics Release Inventory (TRI) is a USEPA database that contains information on toxic chemical releases and other waste management activities reported annually by certain industry groups, as well as federal facilities. TRI sites are known to release toxic chemicals into the air. The USEPA monitors emissions from these facilities to ensure that their annual limits are not exceeded. TRI reports provide accurate information about potentially hazardous chemicals and their uses to the public in an attempt to give communities more power to hold companies accountable for their actions and to make informed decisions about how such chemicals should be managed. As of 2021, there are two listings in the TRI for toxic releases in Montebello (USEPA 2023e). TRI sites in Montebello are shown in Table 4.9-4.

Table 4.9-4 TRI Sites in Montebello

| Site Name | Site Location | Industry Sector | Total Releases by Facility in 2021 |
|-----------------------------|-----------------------|--------------------------|------------------------------------|
| Chevron Montebello Terminal | 601 South Vail Avenue | Petroleum Bulk Terminals | 0 lb |
| Wilbur Curtis Co. Inc. | 6913 West Acco Street | Machinery | >0 - 100 lb |

USEPA 2023a

Leaking Underground Storage Tanks

LUSTs are one of the greatest environmental concerns of the past several decades. According to the SWRCB’s GeoTracker database, 57 contaminated sites, 46 of with LUSTs, have been reported in the Montebello area (SWRCB 2023). These sites are shown on Figure 4.9-2. The status of 45 of these sites is “completed-case closed,” which means that a closure letter or other formal closure decision document has been issued for the site. The Los Angeles County Fire Department, Certified Unified Program Agency (CUPA) and Los Angeles County Public Works, provides oversight and conducts inspections of all underground tank removals and installation of new tanks. Contaminated sites in Montebello are predominantly located along and in major industrial and commercial corridors and commercially and industrially zoned areas, as shown on Figure 4.9-2.

Plugged, Abandoned, and Unrecorded Wells

An abandoned well is a well that has halted operation and is in the process of being plugged. Once plugged, the well is officially decommissioned. An orphaned well has no responsible party that authorities can mandate to properly abandon the well. Plugged, abandoned, and unrecorded wells can cause environmental damage by leaking pollutants into the atmosphere or water supplies. Important determinants of how much orphaned or abandoned wells impact the environment include the techniques used and precautions taken when first drilling the well, whether it is a gas well, oil well, or combined oil and gas well, and if and how the well was sealed. If wells are not properly sealed when orphaned or abandoned, oil and gas can contaminate groundwater. It is also possible for orphaned and abandoned wells to be significant emitters of methane into the atmosphere. Furthermore, brine present in wells dug into shale formations can contain some radioactive and toxic substances that contaminate groundwater if the well leaks. Plugging wells can reduce the risk of explosions and protect groundwater but does not always prevent methane emissions. In the United States, it is possible for wells to have been orphaned or abandoned for over a century, and information about them, if it exists at all, can be difficult to locate.

According to the Well Finder search tool hosted by the California Department of Conservation's Division of Oil, Gas, and Geothermal Resources (DOGGR), a majority of the City of Montebello lies over an oil and gas field (Geologic Energy Management Division [CalGEM] 2023). There are numerous plugged oil and gas wells located within, and within 1,000 feet of, the City of Montebello (CalGEM 2023).

Hazardous Waste Generators

Many types of businesses can be producers of hazardous waste. Small businesses such as dry cleaners, auto repair shops, medical facilities or hospitals, photo processing centers, and metal-plating shops are usually generators of small quantities of hazardous waste. Generally, small-quantity generators are facilities that produce between 100 and 1,000 kilograms (kg) of hazardous waste per month (approximately equivalent to between 220 and 2,200 pounds, or between 27 and 275 gallons). Larger businesses such as chemical manufacturers, large electroplating facilities, and petroleum refineries can generate large quantities of hazardous waste. The USEPA defines a large-quantity generator as a facility that produces over 1,000 kg (2,200 pounds or about 275 gallons) of hazardous waste per month. Both small and large quantity generators are fully regulated under the Resources Conservation and Recovery Act of 1976 (RCRA). The goal of the RCRA is to assure adequate tracking of hazardous materials from generation to disposal. California Fire Code (CFC) Articles 79, 80, et al., which augment the RCRA, are the primary regulatory guidelines used by cities to govern the storage and use of hazardous materials. The CFC also serves as the principal enforcement document from which corresponding violations are determined.

c. Urban Fires

Many factors contribute to an area being at risk of structural fires and local fire departments' capabilities to control them, including the construction size and type, built-in protection, density of construction, street widths, and occupancy size.

Building materials affect the susceptibility of a structure to fire. Thus, in addition to the restrictions established in the Building Code, regulation of materials such as wood shingle roofs should be considered. Since residential structures are limited to a maximum of 35 feet under Section 17.10.020 of the Montebello Municipal Code (MMC), rescue of persons in the upper floors can be accomplished by conventional Fire Department ladder companies.

Development projects are reviewed by the Building and Safety Division and Community Risk Reduction Divisions of Montebello. The Building and Safety Division and Montebello Fire Department Community Risk Reduction Division are responsible for assisting, enforcing, and administering the compliance of City, State and federal Building and Safety Code regulations, including the California Fire Code. These divisions provide services including plan checking, inspections of all new construction and renovated structures, Capital Improvement Projects, additions, and remodeling including all major heating, ventilation and air conditioning units, electrical, plumbing, and structural systems (City of Montebello 2023).

Industrial properties may store chemicals or flammable materials in greater quantities. Thus, an inventory of properties containing such products should be prepared. In addition, industrial zones should not be situated adjacent to residential uses, hospitals, senior residential care facilities or other similar land uses.

d. Wildland Fires

CAL FIRE works in cooperation with OES and neighboring state governments through a network of mutual aid agreements to fight wildland fires. CAL FIRE is the largest multipurpose fire protection agency in the United States. It is responsible for fire protection of over 31 million acres of California’s wildlands and provides emergency services in 36 of the state's 58 counties. (CAL FIRE 2023).

Fire risk in southern California is determined by a number of factors, including drought, the availability and type of fuels, Santa Ana Winds, and development in the wildland-urban interface. The area is characterized by a Mediterranean climate of hot, dry summers and mild, wet winters. As with much of the western United States, the region has seen significantly below-average rainfall in many recent years, leaving parched brush and trees extremely dry and fire prone. While the winter of 2022-2023 saw above average rainfall, this was an exception to the longer-term trend of below-average rainfall.

e. Emergency Medical and Other Services

The Montebello Fire Department (MFD) responds to all types of emergency situations involving fires, explosions, rescues, medical emergencies, hazardous conditions, natural disasters, and false alarms. The MFD also responds to nonemergency service calls and good intent calls. The MFD’s firefighters and paramedics are therefore trained and prepared to respond to a wide variety of situations. The MFD is also responsible for building and business inspections, site plan review, and construction inspections.

f. Emergency Response

The California Emergency Services Act provides the basic authority for conducting emergency operations following proclamations of emergencies by the Governor or other local authority. All local emergency plans are extensions of the California Emergency Plan. Montebello is in Region I, the Southern Administrative Region, of the six mutual aid regions that exist in California.

As described in the *Our Safe Community* element of the proposed General Plan Update, the City’s Emergency Operations Plan (EOP) establishes an Emergency Management Organization (EMO) and assigns functions and tasks consistent with California’s Standardized Emergency Management System (SEMS), and the National Incident Management System (NIMS). It provides for the integration and coordination of planning efforts through a whole community approach and authorizes the City’s personnel to perform their duties and tasks before, during, and after an emergency. The intent of the EOP is to provide direction on how to respond to an emergency from the onset, through an extended response and into the recovery process. The goal of the EOP is to simplify the planning process across all areas of 1) Prevention, 2) Protection, 3) Mitigation, 4) Response and 5) Recovery.

A Hazard Mitigation Plan (HMP) was also implemented to help mitigate hazards and their impacts to the community (City of Montebello 2017). It provides historical data, economic factors, vulnerability assessments, mitigation costs, and estimated losses resulting from the hazards.

Standardized Emergency Management System

The Standardized Emergency Management System (SEMS) Multi-Hazard Functional Plan (MHFP) addresses Montebello’s planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies. The operational

concepts reflected in the SEMS MHFP focus on potential large-scale disasters that can generate unique situations requiring unusual emergency responses. The intent of the SEMS law is to improve the coordination of state and local emergency response in California. It requires all jurisdictions in California to participate in the establishment of a standardized statewide emergency management system.

In an emergency, governmental response is an extension of responsibility and action, coupled with normal day-to-day activity. Normal governmental duties will be maintained, with emergency operations carried out by those agencies assigned specific emergency functions. The SEMS has been adopted by the City of Montebello for managing response to multi-agency and multi-jurisdiction emergencies and to facilitate communications and coordination between all levels of the system and among all responding agencies. Chapter 1 of Division 2 of Title 19 of the CCR establishes the standard response structure and basic protocols to be used in emergency response and recovery.

Fully activated, the SEMS consists of five levels:

- **Field Response.** Consists of emergency response personnel and resources, under the command of an appropriate authority, and carries out tactical decisions and activities in direct response to an incident or threat.
- **Local Government.** Includes cities, counties, and special districts. Local governments manage and coordinate the overall emergency response and recovery activities with their jurisdiction and are required to use SEMS when their emergency operations center is activated or a local emergency is proclaimed in order to be eligible for state funding of response-related personnel costs.
- **Operational Area.** An intermediate level of the state's emergency services organization consisting of a county and all political subdivisions within the county area. Political subdivisions include cities, a City and county, counties, districts, or other local governmental agency or public agency as authorized by law.
- **Mutual Aid Regions.** Provides for the more effective application and coordination of mutual aid and other emergency-related activities. The state is divided into six mutual aid regions.
- **State Government.** Manages state resources in response to the emergency needs of the other levels and coordinates mutual aid among the mutual aid regions and between the regional level and state level. The state level also serves as the coordination and communication link between the state and the federal disaster response system.

National Incident Management System Implementation

Homeland Security Presidential Directive 5 identifies steps for improved coordination in response to incidents and requires a National Response Plan and a National Incident Management System (NIMS), which is a comprehensive, national approach to incident management developed to improve the coordination of federal, state, and local emergency response nationwide. The State of California's NIMS Advisory Committee issued *California Implementation Guidelines for the National Incident Management System* to assist local governments and other entities to incorporate NIMS into already existing programs, plans, training, and exercises.

Mutual Aid Agreements

The foundation of California's emergency planning and response is a statewide mutual aid system which is designed to ensure that adequate resources, facilities, and other support is provided to jurisdictions whenever their own resources prove to be inadequate to cope with a given situation.

The California Disaster and Civil Defense Master Mutual Aid Agreement (California Government Code Sections 8555–8561) requires signatories to the agreement to prepare operational plans to use within their jurisdiction and outside their area. These plans include fire and non-fire emergencies related to natural, technological, and war contingencies. The State of California, all state agencies, all political subdivisions, and all fire districts signed this agreement in 1950.

Section 8568 of the California Government Code, the “California Emergency Services Act,” states that “the State Emergency Plan shall be in effect in each political subdivision of the state, and the governing body of each political subdivision shall take such action as may be necessary to carry out the provisions thereof.” The Act provides the basic authority for conducting emergency operations following the proclamations of emergencies by the Governor or appropriate local authority, such as a City Manager. The provisions of the act are further reflected and expanded on by appropriate local emergency ordinances. The Act further describes the function and operations of government at all levels during extraordinary emergencies, including war (OES 2021). Therefore, local emergency plans are considered extensions of the California Emergency Plan.

As discussed, six mutual aid regions exist in the State of California, each region consisting of counties designated by the State Office of Emergency Services. Montebello is within Region I.

4.9.2 Regulatory Framework

a. Federal

Several federal agencies regulate hazardous materials. These include the USEPA, OSHA, and the United States Department of Transportation.

b. State

Primary state agencies with jurisdiction over hazardous chemical materials management are the DTSC and Regional Water Quality Control Board (RWQCB). Other state agencies involved in hazardous materials management are the Department of Industrial Relations (CalOSHA implementation), OES (California Accidental Release Prevention implementation), the California Department of Fish and Wildlife, the California Air Resources Board, Caltrans, State Office of Environmental Health Hazard Assessment (Proposition 65 implementation), and the California Integrated Waste Management Board. The enforcement agencies for hazardous materials transportation regulations are the CHP and Caltrans. Hazardous materials and waste transporters are responsible for complying with all applicable packaging, labeling, and shipping regulations.

California Environmental Protection Agency

CalEPA has broad jurisdiction over hazardous materials management in the state. Within CalEPA, the DTSC has primary regulatory responsibility for hazardous waste management and cleanup. Enforcement of regulations has been delegated to local jurisdictions that enter into agreements with DTSC for the generation, transport, and disposal of hazardous materials under the authority of the Hazardous Waste Control Act.

Along with the DTSC, the RWQCB is responsible for implementing regulations pertaining to management of soil and groundwater investigation and cleanup. RWQCB regulations are contained in Title 27 of the CCR. Additional state regulations applicable to hazardous materials are contained in Title 22 of the CCR. Title 26 of the CCR is a compilation of those sections or titles of the CCR that are applicable to hazardous materials.

Department of Toxic Substances Control

The DTSC regulates hazardous waste in California primarily under the authority of the federal RCRA and the California Health and Safety Code. Other laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup, and emergency planning. In addition, DTSC reviews and monitors legislation to ensure that the legislation reflects DTSC goals. From these laws, DTSC major program areas develop regulations and consistent program policies and procedures. The regulations spell out what those who handle hazardous waste must do to comply with the laws. Under RCRA, DTSC has the authority to implement permitting, inspection, compliance, and corrective action programs to ensure that people who manage hazardous waste follow state and federal requirements. As such, management of hazardous waste in the Plan Area is regulated by the DTSC to ensure compliance with state and federal requirements pertaining to hazardous waste.

California law provides the general framework for regulation of hazardous waste by the Hazardous Waste Control Act, passed in 1972. DTSC is the state's lead agency in implementing the Hazardous Waste Control Act. The Hazardous Waste Control Act provides for state regulation of existing hazardous waste facilities, which include "any structure, other appurtenances, and improvements on the land, used for treatment, transfer, storage, resource recovery, disposal, or recycling of hazardous wastes," and requires permits for, and inspections of, facilities involved in generation and/or treatment, storage, and disposal of hazardous wastes.

California Division of Occupational Safety and Health

California Division of Occupational Safety and Health (CalOSHA) is responsible for developing and enforcing workplace safety standards and assuring worker safety in the handling and use of hazardous materials. Among other requirements, CalOSHA obligates many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle. For example, manufacturers are to appropriately label containers, Material Safety Data Sheets are to be available in the workplace, and employers are to properly train workers.

Construction Site Well Review Program

Division of Oil, Gas, and Geothermal Resources (DOGGR) oversees the drilling, operation, maintenance, and plugging and abandonment of oil, natural gas, and geothermal wells. The regulatory program emphasizes the wise development of oil, natural gas, and geothermal resources in the state through sound engineering practices that protect the environment, prevent pollution, and ensure public safety. DOGGR is charged with implementing Public Resources Code (PRC) Section 3208.1. As a result, DOGGR developed the Construction Site Well Review program to assist local permitting agencies in identifying and reviewing the status of oil or gas wells located near or beneath proposed structures. Before issuing building or grading permits, local permitting agencies review and implement DOGGR's preconstruction well requirements.

The Construction Site Well Review Program provides important information on the current status of all known wells located on a development site property, and it provides other important information when development occurs near oil or gas wells. DOGGR provides this information in an advisory role, so that responsible decisions can be made by the property owner, developer, and local permitting agency when development occurs near oil or gas wells. According to PRC Section 3208.1, if any property owner, developer, or local permitting agency either fails to obtain an

opinion from DOGGR, or fails to follow the advice of DOGGR when development occurs near an oil or gas well, then the owner of the property on which the well is located may be responsible for abandonment costs should a future problem arise with the well.

In January 1996, CalEPA adopted regulations implementing a “Unified Hazardous Waste and Hazardous Materials Management Regulatory Program” (Unified Program). The six program elements of the Unified Program are hazardous waste generators and hazardous waste on-site treatment, UST, above-ground storage tanks, hazardous material release response plans and inventories, risk management and prevention programs, and Uniform Fire Code hazardous materials management plans and inventories. The Unified Program is implemented at the local level by a local agency—the Certified Unified Program Agency (CUPA). The CUPA is responsible for consolidating the administration of the six program elements within its jurisdiction. The CUPA that has jurisdiction in the Plan Area is the Los Angeles County Fire Protection District (LACoFD) (California Environmental Protection Agency [CalEPA] 2023).

California’s Hazardous Materials Release Response Plans and Inventory Law, sometimes called the “Business Plan Act,” aims to minimize the potential for accidents involving hazardous materials and to facilitate an appropriate response to possible hazardous materials emergencies. The law requires businesses that use hazardous materials to provide inventories of those materials to designated emergency response agencies, to illustrate on a diagram where the materials are stored on-site, to prepare an emergency response plan, and to train employees to use the materials safely.

California Accidental Release Prevention Program

The California Accidental Release Prevention Program (CalARP) (CCR Title 19, Division 2, Chapter 4.5) covers certain businesses that store or handle more than a certain volume of specific regulated substances at their facilities. The CalARP program regulations became effective on January 1, 1997 and include the provisions of the Federal Accidental Release Prevention program (Title 40, CFR Part 68) with certain additions specific to California pursuant to Article 2, Chapter 6.95, of the Health and Safety Code.

The list of regulated substances is found in Article 8, Section 2770.5 of the CalARP program regulations. Businesses that use a regulated substance above the noted threshold quantity must implement an accidental release prevention program, and some may be required to complete a Risk Management Plan (RMP). An RMP is a detailed engineering analysis of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce this accident potential. The purpose of an RMP is to decrease the risk of an off-site release of a regulated substance that might harm the surrounding environment and community. An RMP includes the following components: safety information, hazard review, operating procedures, training, maintenance, compliance audits, and incident investigation. The RMP must consider the proximity to sensitive populations located in schools, residential areas, general acute care hospitals, long-term health care facilities, and child day-care facilities, and must also consider external events such as seismic activity.

c. Local

Montebello Municipal Code and Disaster Preparedness

Chapter 2.48 of the MMC outlines Emergency Services for the Plan Area as developed by the Montebello Disaster Council, which is empowered to develop an emergency plan for the City for the effective use of private and public resources in response to various states of emergency.

City personnel prepare for disasters and emergencies by utilizing SEMS and NIMS, which provide templates for organizations to prevent, protect and mitigate incidents and their impacts. Montebello is a part of the Los Angeles County Operational Area Coordinating Council (OACC), which works with other local governments and agencies to plan for potential disasters.

4.9.3 Impact Analysis

a. Methodology and Significance Thresholds

The analysis in this section focuses largely on the use, disposal, transport, or management of hazardous or potentially hazardous materials resulting from development or redevelopment envisioned under the proposed Project, as well as other concerns such as hazards introduced by aviation activities. Disposal options, the probability for risk of upset, and the severity of consequences to people or property associated with the increased use, handling, transport, and/or disposal of hazardous materials associated with implementation of the proposed Project are also analyzed. The risks from development in the identified focus areas relative to the location of known contaminated sites are analyzed. Construction impacts would generally result from demolition of existing (usually older) structures, as well as from disturbance of contaminated soils. Operational impacts would generally be a function of the types of uses proposed and the materials that operation of these uses entails.

The analysis assumes that any development under the proposed Project would comply with relevant federal and state laws and regulations, as well as the requirements of the MMC.

According to CEQA Guidelines Appendix G, impacts related to hazards and hazardous materials would be potentially significant if implementation of the proposed Project would:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school
4. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the proposed Project result in a safety hazard or excessive noise for people residing or working in the Plan Area;
6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan
7. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires

While parts of the Plan Area in the Montebello Hills are undeveloped, the Plan Area (including the Montebello Hills) is not located in a high or very high fire hazard severity zone according to the Fire Hazard Severity Zones Map, and the Plan Area is not particularly susceptible to wildfire. (CALFIRE 2023a). As such, Threshold 7 is not applicable to the proposed Project and has been omitted from

the following analysis. For further discussion of potential wildland fire impacts please see Chapter 4.20, *Wildfire*, of this EIR.

b. Project and Cumulative Impacts

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| <p>Threshold 1: Would the proposed Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</p> <p>Threshold 2: Would the proposed Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?</p> |
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Impact HAZ-1 DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT COULD RESULT IN AN INCREASE IN THE OVERALL ROUTINE TRANSPORT, USE, STORAGE, AND DISPOSAL OF HAZARDOUS MATERIALS IN THE PLAN AREA, BUT COMPLIANCE WITH APPLICABLE REGULATIONS AND PROPOSED GENERAL PLAN UPDATE POLICIES RELATED TO THE HANDLING AND STORAGE OF HAZARDOUS MATERIALS WOULD MINIMIZE THE RISK OF PUBLIC EXPOSURE TO THESE SUBSTANCES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

In an urbanized City such as the Plan Area, residential and commercial or industrial uses reside relatively close to one another or sometimes co-exist on the same property. Implementation of the proposed Project would facilitate new development, including conversion of existing uses and, in some locations, more intense use of land. The proposed Project's focus areas of new development shown on Figure 2-5 in Chapter 2, *Project Description*, of this EIR do not make up the majority of land area in the Plan Area since most of the Plan Area is composed of stable residential, commercial, and industrial areas that will not change substantially as the proposed Project is implemented over the next 20 years or more.

The introduction of new residential and commercial uses in the Plan Area, (predominantly within the focus areas), may result in an incremental increase in the use of hazardous materials and/or the generation of hazardous materials. While there is a possibility that some new uses within the focus areas could involve the transport, use, store, or dispose of hazardous materials, most areas identified for development under the proposed Project would involve commercial and retail uses (see Table 2-6 in Chapter 2, *Project Description* of this EIR) that would not involve the transport, use, storage, or disposal of the substantial amounts of hazardous materials associated with industrial activities.

Exposure of persons to hazardous materials could occur in the following ways: improper handling or use of hazardous materials or hazardous wastes during construction or operation of future developments, particularly by untrained personnel; transportation accidents; environmentally unsound disposal methods; or fire, explosion, or other emergencies. The types and amounts of hazardous materials would vary according to the nature of the activity. In some cases, it is the type of material that is potentially hazardous; in others, it is the amount of material that could present a hazard.

Although the overall quantity of hazardous materials and waste generated in the Plan Area could incrementally increase under the proposed Project, all new developments that handle or use hazardous materials would be required to comply with regulations, standards, and guidelines established by the USEPA, State, Los Angeles County, and City of Montebello related to storage, use, and disposal of hazardous materials.

As described in Section 4.9.1b of this EIR section, both the federal and state governments require all businesses that handle more than a specified amount of hazardous materials to submit a business plan to a regulating agency. Specifically, any new business that meets the specified criteria must submit a full hazardous materials disclosure report that includes an inventory of the hazardous materials generated, used, stored, handled, or emitted; and emergency response plans and procedures to be used in the event of a significant or threatened significant release of a hazardous material. The plan needs to identify the procedures to follow for immediate notification to all appropriate agencies and personnel in the event of a release, identification of local emergency medical assistance appropriate for potential accident scenarios, contact information for all company emergency coordinators of the business, a listing and location of emergency equipment at the business, an evacuation plan, and a training program for business personnel. LACoFD, as the designated CUPA, conducts yearly inspections of all such businesses to confirm that their business plan is in order and up to date.

Because implementation of the proposed Project would primarily result in urban infill and redevelopment and intensification of development in specific focus areas, existing structures may need to be demolished prior to the construction of new buildings. Demolition of existing structures in the Plan Area could result in exposure of construction personnel and the public to hazardous substances such as asbestos or lead-based paints. Long-term risks to occupants of buildings could result from other contaminants released from the soil, such as radon gas. In addition, disturbance of plugged, abandoned, and unrecorded oil and gas wells could result in the release of hazardous materials into the environment. Lastly, the accidental spillage or leakage of hazardous materials during their transport, use, storage, or disposal could result in the exposure of construction personnel and the public to health or safety risks.

Exposure to hazardous materials during construction and operation of projects carried out under the proposed Project could potentially occur through any of the following:

- Direct dermal contact with hazardous materials
- Incidental ingestion of hazardous materials (usually due to improper hygiene, when people fail to wash their hands before eating, drinking, or smoking)
- Inhalation of airborne dust released from dried hazardous materials, or other airborne hazardous materials such as radon gas

The *Our Safe Community* Chapter of the proposed General Plan Update includes a variety of policies to reduce the potential exposure of people and the environment to hazardous materials.

P6.4 Provide a high level of fire protection service in the community.

- A6.4a Maintain an average fire department response time of less than 3 minutes to emergency calls for service.
- A6.4b Continue to secure adequate equipment and attract and retain personnel while collaborating with neighboring jurisdiction and partner agencies to adequately respond to emergencies and incidents in all parts of the City.

P6.5 Maintain a current Emergency Operations Plan.

- A6.5 Regularly review and update the City's safety plan every two years.

P6.6 Minimize damage and maximize resilience from emergencies.

- A6.6a Consult and collaborate with federal, state, and regional agencies to identify and regulate the disposal and storage of hazardous materials, and prevent the illegal transportation and disposal of hazardous waste.
- A6.6b Collaborate with appropriate agencies to identify and inventory all users and handlers of hazardous materials to proactively mitigate potential impacts.
- A6.6c Determine the presence of hazardous materials and/or waste contamination prior to approval of new uses and require that appropriate measures be taken to protect the health and safety of site users and the community.
- A6.6d Improve public awareness of best practices for and participation in household hazardous waste management and disposal.
- A6.6e Partner and collaborate with property owners, businesses, and community groups to develop strategies to protect and minimize risks from existing hazardous material sites to existing nearby sensitive uses.

These General Plan Update policies would minimize risks from routine use, transport, handling, storage, and disposal of hazardous materials. Oversight by the appropriate federal, state, and local agencies and compliance with applicable regulations related to the handling and storage of hazardous materials would also minimize the risk of public exposure to these substances. Therefore, this impact would be less than significant.

Mitigation Measures

Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.

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| <p>Threshold 3: Would the proposed Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?</p> |
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Impact HAZ-2 DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT COULD POTENTIALLY RESULT IN THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT WITHIN 0.25 MILE OF AN EXISTING OR PROPOSED SCHOOL THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS. HOWEVER, COMPLIANCE WITH EXISTING REGULATIONS WOULD MINIMIZE THE RISK OF EXPOSURE TO THESE SUBSTANCES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Under the proposed Project, increased urban infill and reconstruction within the focus areas could increase the quantity of sensitive receptors (including schools, residential areas, general acute care hospitals, long-term health care facilities, and child day-care facilities) in areas near industrial and commercial land uses, or vice versa, thereby potentially increasing the risk of exposure to hazardous materials, waste, or emissions within 0.25 mile of an existing or proposed school.

Because the proposed Project does not involve any specific development projects, the quantity of hazardous materials proposed for use by future commercial and industrial developments in the Plan Area cannot be predicted with certainty. However, accidental release or combustion of hazardous

materials at both existing and new commercial and/or industrial developments in the Plan Area could endanger residents or students in the surrounding community.

Given the urbanized conditions in Montebello and the wide distribution of schools in the Plan Area (public schools are shown in Figure 4.9-3), it is probable that one or more schools currently exist within 0.25 mile of a facility that does or could emit hazardous air emissions or handles hazardous materials or wastes. The California Education Code (Section 17210 *et seq.*) outlines the requirements for siting school facilities near or on known or suspected hazardous materials sites, or near facilities that emit hazardous air emissions, handle hazardous or acutely hazardous materials, substances, or waste.

All businesses that handle or have on-site transportation of hazardous materials are required to comply with the provisions of the City's Fire Code and any additional elements as required in the California Health and Safety Code Article 1, Chapter 6.95, *Hazardous Materials Release Response Plans and Inventory*. As described under Impact HAZ-1, both the federal and state governments require all businesses that handle more than a specified amount of hazardous materials to submit a business plan to the regulating agency.

Compliance with applicable regulations of CalEPA, CalOSHA, and the DTSC; as well as the provisions of the City's Fire Code, would minimize risks associated with exposure of sensitive receptors to hazardous materials. With continued implementation of these requirements on all new development in the Plan Area, this impact would be less than significant.

Mitigation Measures

Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.

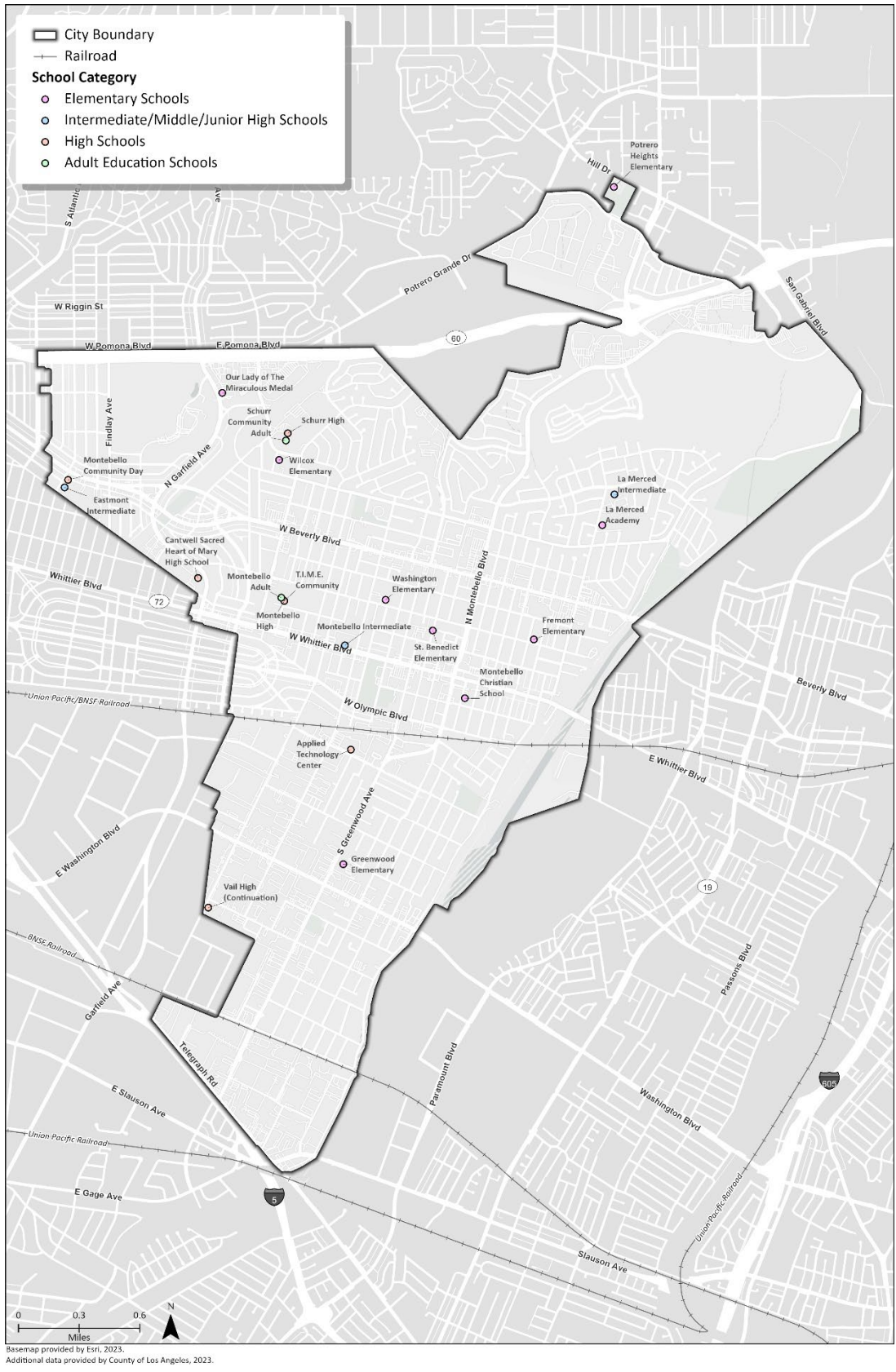
Threshold 4: Would the proposed Project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Impact HAZ-3 SITES INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE SECTION 65962.5 ARE PRESENT IN THE PLAN AREA AND COULD BE SUBJECT TO DEVELOPMENT UNDER THE PROPOSED PROJECT. DEVELOPMENT AT THESE SITES COULD CREATE A HAZARD TO THE PUBLIC OR THE ENVIRONMENT, BUT IMPLEMENTATION OF STATE AND LOCAL REGULATIONS AND GENERAL PLAN UPDATE POLICIES WOULD ADDRESS THIS ISSUE AND THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The following databases and listings compiled pursuant to Government Code Section 65962.5 were checked on August 10, 2023 for known hazardous materials contamination in the Plan Area:

- USEPA
 - CERCLIS/Superfund Enterprise Management System (SEMS)/Envirofacts database search
- SWRCB
 - GeoTracker search for LUST and other cleanup sites
- DTSC
 - EnviroStor database for hazardous waste facilities or known contamination sites
 - Cortese list of Hazardous Waste and Substances Sites

Figure 4.9-3 Schools In Montebello



Soil and Groundwater Contamination

Unknown Contaminated Sites

Aside from the potential release of hazardous materials from demolition of existing structures in the Plan Area, grading and excavation of sites for future development in the Plan Area resulting from implementation of the proposed Project may also expose construction workers and the public to potentially unknown hazardous substances present in the soil or groundwater. If any unidentified sources of contamination are encountered during grading or excavation, the removal activities required could pose health and safety risks such as exposure of workers, materials handling personnel, and the public to hazardous materials or vapors. Such contamination could cause various short-term or long-term adverse health effects in persons exposed to the hazardous substances.

The following General Plan Update actions require the City to take actions that would help address the potential for encountering unidentified contamination in the Plan Area:

- A6.6a : Determine the presence of hazardous materials and/or waste contamination prior to approval of new uses and require that appropriate measures be taken to protect the health and safety of site users and the community.
- A6.6e: Partner and collaborate with property owners, businesses, and community groups to develop strategies to protect and minimize risks from existing hazardous material sites to existing nearby sensitive uses.

These actions, and the applicable regulations cited above, would reduce the risk of exposure to hazardous materials through contact with contaminated soils, surface water, or groundwater resources by implementing proper procedures for identifying and remediating any such contamination.

Known Contaminated Sites

Potential hazards to construction workers and the public could also result from construction activities on existing land uses that are known to be contaminated. As discussed in Section 4.9.1, *Environmental Setting* of this chapter and shown in Figure 4.9-2, there are 112 sites identified as containing or potentially containing hazardous materials contamination in the Plan Area. These sites include LUSTs and other hazardous materials sites that are listed by the DTSC. There is one identified site in the Plan Area that is listed in the CERCLIS database, but it is not on the NPL. These sites represent potential health hazards and have experienced contamination from the release of hazardous substances. The distribution of contaminated sites shown in Figure 4.9-2 indicates that hazardous materials in Montebello are predominantly located along major industrial and commercial corridors and in commercially and industrially zoned areas. Much of the future development expected to occur under the proposed Project is expected to occur along commercial corridors. However, any new development occurring on documented hazardous materials sites, depending on its status and subsequent required action, would be preceded by remediation and cleanup under the supervision of the DTSC before construction activities could begin.

It is also possible that USTs that were in use prior to permitting and record keeping requirements may be present in the Plan Area. If an unidentified UST were uncovered or disturbed during construction activities, it would be closed in place or removed. Removal activities could pose both health and safety risks, such as the exposure of workers, tank handling personnel, and the public to tank contents or vapors. Potential risks, if any, posed by USTs would be minimized by managing the tank according to existing Los Angeles County standards as enforced and monitored by the County

Department of Public Health. The extent to which groundwater may be affected, if at all, depends on the type of contaminant, the amount released, and depth to groundwater at the time of the release. If groundwater contamination is identified, remediation activities would be required by the RWQCB prior to commencement of any new construction activities. Additionally, if contamination exceeds regulatory action levels, the developer would be required to undertake remediation procedures prior to grading and development under the supervision of the County Public Health Division, County Department of Toxic Substances Control, or RWQCB (depending upon the nature of any identified contamination).

Implementation of existing state and local regulations, as well as General Plan Update actions, would reduce the potential significance of impacts related to contaminated sites to a less than significant level.

Mitigation Measures

Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.

Threshold 5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the proposed Project result in a safety hazard or excessive noise for people residing or working in the Plan Area?

Impact HAZ-4 THE PLAN AREA IS NOT LOCATED WITHIN A NOISE SENSITIVE AREA FROM SURROUNDING AIRPORTS. ADDITIONALLY, THE GENERAL PLAN UPDATE STATES THAT AIRCRAFT NOISE IS NOT A MAJOR NOISE SOURCE. AS SUCH, THE PROPOSED PROJECT WOULD NOT HAVE SUBSTANTIAL NOISE AND SAFETY IMPACTS RELATED TO AIRPORTS, AND THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Safety hazards associated with airports are generally related to construction of tall structures that could interfere with airplane flight paths, or with increasing the number of people working or residing in areas subject to crash hazards. The closest airport to the City of Montebello is San Gabriel Valley Airport, a small public airport approximately 5.6 miles north of the Plan Area in the City of El Monte.

To mitigate potential negative impacts from aircraft operations and enhance compatibility with the surrounding communities, the Department of Public Works maintains a proactive noise mitigation program for County-owned airports such as San Gabriel Valley Airport, with requested VFR flight paths, operational restrictions, and limited activities during certain hours of the day (County of Los Angeles Public Works Department [Public Works] 2023a). In addition, the City of Montebello is not located within the area that is considered most sensitive to aircraft noise and overflights from the San Gabriel Airport (County of Los Angeles Public Works 2023b). With adherence the San Gabriel Valley Airport's to the noise mitigation program and the Plan Area not being located within a sensitive overflight area, impacts would be less than significant.

Additionally, as stated in Chapter 5, *Our Healthy Community* of the General Plan Update, aircraft noise is not a major noise source in the Plan Area. Therefore, safety hazard and excessive noise impacts for people residing or working in the Plan Area would be less than significant.

Mitigation Measures

Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.

Threshold 6: Would the proposed Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Impact HAZ-5 POLICIES INCLUDED IN THE PROPOSED GENERAL PLAN UPDATE ADDRESS IMPLEMENTATION OF ADOPTED EMERGENCY RESPONSE AND EVACUATION PLANS. THEREFORE, THE PROPOSED PROJECT WOULD NOT RESULT IN INTERFERENCE WITH THESE TYPES OF ADOPTED PLANS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

With additional population growth that could result from implementation of the proposed Project, plus regional traffic growth, traffic conditions in and around Montebello could become more congested (for more discussion of this issue, see Chapter 4.17, *Transportation*). In the event of an accident or natural disaster, this increase in traffic may impede the rate of evacuation for the City's residents. Concurrently, the response times for emergency medical or containment services could also be adversely affected by increased traffic.

The City of Montebello has an Emergency Operations Center and is organized through five sections: management, operations, finance/administration, planning/intelligence, and logistics. City personnel and representatives operate within the SEMS and NIMS. Montebello is part of the OACC, which has a representative from each jurisdiction within the Operational Area. This Council works along with local governments, the County of Los Angeles Office of Emergency Services, the California Emergency Management Agency, and the Federal Emergency Management Agency (FEMA) to better prepare and plan for potential disasters within California. Exchanging critical preparedness information and discussing resources are functions of the Council that better prepare the City, county, and State for man-made and natural disasters.

The General Plan Update includes the following policies and actions regarding emergency response and evacuation plans:

P6.5 Maintain a current Emergency Operations Plan.

A6.5 Regularly review and update the City's safety plan every two years.

P6.12 Take necessary steps to establish and maintain the City's capability to respond promptly and effectively to emergencies.

A6.12a Review service levels regularly and adjust service accordingly to meet the demands of continued growth in population, development, tourism, and other factors which could change the needs for emergency services.

A6.12b Establish designated emergency response and evacuation routes throughout the city, for each climate hazard (e.g., flooding, fire, etc.), focusing on the most vulnerable populations including seniors and geographically isolated individuals.

A6.12c Regularly update and maintain emergency preparedness and evacuation plans; create public information/education programs to enable coordinated response, recovery, and mitigation efforts by the city and other governmental agencies.

- A6.12d Foster cooperation with neighboring cities and agencies to enhance mutual aid opportunities following natural hazard events.
- A6.12e Ensure operational readiness of the City’s Emergency Operations Center (EOC).
- A6.12f Adopt, monitor, and maintain service delivery objectives based on national time standards for all fire, rescue and emergency response services.
- A6.12g Coordinate with other area jurisdictions and local community groups and businesses to execute a variety of exercises to test operational and emergency plans and identify potential deficiencies in services that may occur during a disaster.
- A6.12h Address any deficiencies identified during emergency operations testing exercises by amending the City’s Emergency Operations Plan accordingly. Continue to update the City’s Emergency Operations Plan every five years.
- A6.12i Update the Hazard Mitigation Plan every five years and evaluate the mitigation plan annually to determine the effectiveness of programs and to reflect changes in land development or programs that may affect mitigation priorities.
- A6.12j Develop and support a network of resilience hubs to facilitate health, food, medical, and emergency services, especially to vulnerable populations during climate hazards such as extreme heat events, flooding, and poor air quality events.

Development carried out under the proposed Project would be required to be consistent with the General Plan policies and actions described above and to adhere to the MMC’s and Emergency Plan. For all the reasons discussed above, the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Mitigation Measures

Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.

Threshold 7: Would the proposed Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

Impact HAZ-6 DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT WOULD NOT EXPOSE PEOPLE OR STRUCTURES TO SIGNIFICANT IMPACTS FROM WILDLAND FIRES. THEREFORE, IMPACTS WOULD BE LESS THAN SIGNIFICANT

Most of the Plan Area is already developed and built out. Most development carried out under the proposed Project would be infill development and would not occur in areas highly susceptible to wildland fires. As discussed in Chapter 4.2 *Wildfire*, the Plan Area is not located in a high or very high fire hazard severity zone according to the Fire Hazard Severity Zones Map (CALFIRE 2023b). Impacts relating to wildland fires would be less than significant.

Mitigation Measures

The proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires no mitigation is required.

c. Cumulative Impacts

By its nature, a general plan considers cumulative impacts insofar as it considers cumulative development that could occur within a City's Plan Area. Therefore, the analysis of project impacts is inherently cumulative in nature. As discussed in the impact analysis, development carried out under the proposed Project may increase the potential for community risk from hazards and hazardous materials. However, all individual developments carried out under the proposed Project would be subject to existing applicable regulatory requirements, General Plan Update policies, and City of Montebello Municipal Code requirements, which would reduce impacts associated with hazards and hazardous materials. There are other cumulative projects outside the Plan Area that have the potential to contribute to cumulative impacts associated with hazards and hazardous materials, but they would also be subject to local, state, and federal regulations relating to hazards and hazardous materials. Because the proposed Project would not combine with any other projects to substantially increase hazards and hazardous materials impacts, with implementation of the policies and actions included in the General Plan Update and compliance with existing laws and regulations including the Montebello Municipal Code, the proposed Project would not make a substantial contribution to cumulative hazards and hazardous materials impacts, and impacts would not be cumulatively considerable.

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4.10 Hydrology and Water Quality

This section addresses impacts from implementation of the proposed Project to the City of Montebello's drainage infrastructure, as well as surface water quality. Data used to prepare this section was sourced from local urban water management plans, California Department of Water Resources documents, the City of Montebello's Hazard Mitigation Plan, United States Army Corps of Engineers documents, FEMA flood map information, and other sources as cited throughout this section.

4.10.1 Environmental Setting

a. Watershed and Surface Water

The Plan Area is part of the Upper Los Angeles River Watershed, which is part of the Central Subbasin of the Coastal Plain of Los Angeles Groundwater Basin (Central Basin) and is regulated by the Water Replenishment District of Southern California (WRD). The Central Basin covers 277 square miles and occupies a large portion of the southeastern part of the Coastal Plain of Los Angeles Groundwater Basin and is bounded on the north by the Hollywood Basin and the Elysian, Repetto, Merced, and Puente Hills, to the east by the Los Angeles County/Orange County line, and to the south and west by the Newport Inglewood Uplift, a series of discontinuous faults and folds that form a prominent line of northwest trending hills including the Baldwin Hills, Dominguez Hills, and Signal Hill. The California Department of Water Resources (DWR) divides the Central Basin into four sections: the Los Angeles Forebay, the Montebello Forebay, the Whittier Area, and the Pressure Area. Pursuant to DWR Bulletin 118 (for Basin Number 4-11.04), the total storage capacity of the Central Basin is estimated at approximately 13,800,000 AF. (DWR 2006).

The aquifers of the Central Basin receive water primarily from the surface and subsurface inflow of water from the San Gabriel Valley. The water originates as rainfall in the San Gabriel Mountains, the runoff from which is conveyed to the Los Angeles River, the Rio Hondo, and the San Gabriel River. The Los Angeles River enters the Central Basin through the Los Angeles Narrows, crosses the Los Angeles Forebay Area, and proceeds south across the Central Basin, exiting the Central Basin through the Dominguez Gap in West Basin. The Rio Hondo enters the Central Basin at Whittier Narrows parallel to the San Gabriel River, proceeds southwesterly across the Montebello Forebay Area and joins the Los Angeles River midway across the Basin. The San Gabriel River also enters the Central Basin through the Whittier Narrows, crosses the Montebello Forebay, and runs south to the Pacific Ocean near Long Beach at the Orange County line.

As the Rio Hondo and San Gabriel River flow through the Upper San Gabriel Valley toward Whittier Narrows, much of their flow percolates into the Main Basin. This water crosses the Whittier Narrows and enters the Central Basin as subsurface flow into the aquifers of the Central Basin. At the same time, the surface flows of the Rio Hondo and the San Gabriel River percolate downward into the aquifers of Central Basin in the Montebello Forebay. In the Montebello Forebay, the underground aquifers merge and are unconfined, and thus are capable of receiving large quantities of water from percolation through the sand and gravel surface of the forebay area. The Los Angeles Forebay area is also favorably situated for percolation from the flows of the Los Angeles River, but the Los Angeles Forebay has been largely eliminated as a source of freshwater replenishment to the Central Basin, due to lining of the Los Angeles River channel and the impervious surface in the forebay area. In the Montebello Forebay area, by contrast, flood flows have been largely controlled through the

construction of the Whittier Narrows Dam, and the river channels have not been lined in the area, so percolation still occurs. (DWR 2006)

The Upper Los Angeles River Watershed Area is in the mid-west portion of Los Angeles County. The watershed area drains to the Pacific Ocean via the Los Angeles River and includes the Arroyo Seco, Verdugo Wash, Tujunga Wash and Pacoima Wash. The health of these waterways depends on the conditions of the urban and wild areas that feed into the Upper Los Angeles River Watershed. (Upper Los Angeles River Watershed Management Group 2016)

b. Topography

The Plan Area is generally flat or gently sloping, except for the Montebello Hills in the northeast portion of the Plan Area. The Plan Area has a mean elevation of 203 feet above sea level. The Rio Hondo flows southward along the eastern boundary of the Plan Area.

c. Groundwater

The Plan Area obtains its water from the following providers: California Water Service (Cal Water), Montebello Land and Water Company (MLWC), San Gabriel Valley Water Company (SGVWC), City of Montebello Water Department (CMWD), and South Montebello Irrigation District (SMID). SGVWC provides water service for the northern and southern portions of the city including the City of Montebello System where they operate. The Cal Water provides water service for the western portion of the City. MLWC provides water services for the middle/interior area of the city including the Downtown Specific Plan Area. SMID provides water services for the middle/southern portion of the city Watershed, groundwater, and water quality information was obtained from the Cal Water 2020 Urban Water Management Plan, East Los Angeles District (Cal Water 2021), MLWC 2020 Urban Water Management Plan (MLWC 2021), the SGVWC Urban Water Management Plan (SGVWC 2021), and other supplemental resources.

East Los Angeles District of Cal Water

Groundwater produced from the Central Basin comprises approximately 65 to 70 percent of the District's water supply portfolio. Cal Water has a total of nine active and two inactive wells within the District's service area boundaries. There are 19 surface storage structures, enabling the groundwater wells to pump to storage during non-peak demand periods and provide peak day demand. The District has sufficient production capacity to supply all of the District's current annual average day and maximum day demand. (Cal Water 2021)

Supplemental water that cannot be supplied by groundwater is obtained from the Central Basin Municipal Water District (CBMWD). CBMWD is one of the 27 member agencies of the Metropolitan Water District of Southern California (Metropolitan), which imports water through either the Colorado River Aqueduct, which is owned by MWD, or the California Aqueduct, a facility of the State Water Project, which is owned and operated by the DWR. (Cal Water 2021)

Montebello Land and Water Company

Montebello Land and Water Company (MLWC) obtains its entire supply of water from the Central Groundwater Basin, which is adjudicated. MLWC has an Allowed Pumping Allocation (APA) of 1,829 acre feet per year (AFY). MLWC leases groundwater from others with excess APA to make up the difference between its APA and demand. If sufficient water cannot be leased, the MLWC can obtain water through the Exchange Pool. The Exchange Pool water costs are the same total cost per acre

foot as imported potable water through the CBMWD. MLWC currently has seven active wells, which have sufficient capacity to deliver the MLWC's current and future water demands (MLWC 2021).

San Gabriel Valley Water Company

San Gabriel Valley Water Company (SGVWC) currently derives its groundwater supplies from groundwater wells that produce water from two groundwater basins, the Main San Gabriel Basin (Main Basin) and the Central Basin, with the Main Basin as SGVWC's primary groundwater source. SGVWC's water supply sources also include recycled water and a connection with Metropolitan for delivery of treated imported water. In 2020, over 95 percent of SGVWC's water supply came from groundwater pumped from the Main Basin.

d. Dam Inundation

Dam failure is considered in the City of Montebello's Hazard Mitigation Plan – a comprehensive description of the City's commitment to reduce or eliminate the impacts of disasters (City of Montebello 2017). Although the Plan Area has not been recently affected by a release/failure of a dam, the Hazard Mitigation Plan identified two dams that pose a threat to the city.

Whittier Narrows Dam

The Whittier Narrows Dam, as its name implies, is at the "Whittier Narrows," a natural gap in the hills that form the southern boundary of the San Gabriel Valley north of the Plan Area. The Rio Hondo and the San Gabriel River flow through this gap and are impounded by the reservoir. The communities of Montebello and Pico Rivera are located immediately downstream. Following Hurricane Katrina, the U.S. Army Corps of Engineers (USACE) dramatically overhauled its process for prioritizing dam and levee evaluations and modifications to better account for potential impacts to the population protected by the structures. The Whittier Narrows Dam Safety Modification Study was subsequently initiated to evaluate the risk to the population, which extends from Pico Rivera to Long Beach.

In May 2016, the USACE placed Whittier Narrows Dam in the agency's highest risk category, "very high urgency," when it became clear three potential failure modes threatened the downstream population: the premature opening of the San Gabriel River Spillway gates, erosion resulting from water piping through the foundation of the earthen dam and overtopping during an extreme flood. The Whittier Narrows Dam was reclassified from Dam Safety Action Classification (DSAC) 2 to DSAC 1. The DSAC 1 rating indicates that the USACE considers the incremental risk – the combination of life or economic consequences with the likelihood of failure – to be very high. The reclassification as DSAC 1 identifies the dam as one of the highest priority dam safety projects in the USACE portfolio of dams. (City of Montebello 2017)

The Whittier Narrows Dam Safety Modification Study was completed in June 2019 and work has begun to address deficiencies identified. Issues with the San Gabriel River Spillway gates have been addressed, which was one of the biggest factors driving the dam's risk to the public. The remaining work is to prevent the earthen dam from eroding or failing if overtopped, include placing soil cement on the crest and downstream slope of the embankment and improving the seepage control system with features like trench drains and graded filter/drainage blankets.

Minor construction started in 2021, and larger construction contracts for the dam modification are anticipated to be awarded in 2025 following completion of design work. Major work is anticipated to take between four and five years to complete. (USACE 2023)

Garvey Reservoir

Garvey Reservoir is in the City of Monterey Park, north of the Plan Area. The reservoir lies impounded behind a north dam and a south dam. MWD completed a substantial overhaul of the facility in 1999 to address seepage and ensure overall reservoir integrity. The state Department of Conservation, Division of Dam Safety conducts periodic dam inspections to verify the dam's ability to withstand seismic stresses. A major seismic event has the potential to cause significant damage and potential failure at this facility.

In the unlikely event of a conjectured catastrophic failure at Garvey Reservoir, properties to the north and south of the reservoir could be flooded. If the south dam failed, flood waters of average depth six to seven feet would cascade down the slope bank and into the residential neighborhoods below. At the Pomona Freeway, the water would spread laterally along the north side of the freeway before flowing through freeway under crossings into the City of Montebello. (City of Montebello 2017)

FEMA 100- and 500-Year Flood Hazards

The Federal Emergency Management Agency (FEMA) establishes base flood heights for 100-year and 500-year flood zones. According to FEMA, the majority of the Plan Area is in FEMA Flood Zone X, which is outside of the designated 500-year flood area. The eastern boundary of the Plan Area is adjacent to the Rio Hondo and has portions identified as Zone D, including the Montebello Hills, and Zone A and Zone AE to the south of that, as shown in Figure 4.10-1. Zones A and AE are defined as areas with a 1% annual chance of flooding and a 26% chance of flooding over the life of a 30-year mortgage, with Base Flood Elevations determined for Zone AE and undetermined for Zone A. Zone X is defined as the area outside the 500-year flood and protected by levee from 100-year flood. Zone D is defined as areas in which flood hazards are undetermined (no analysis of flood hazards has been conducted), but possible (FEMA 2008). Portions of these flood zones share a border with or are in the proposed Project's growth focus areas. Any development in these areas will be required to follow FEMA and the City's floodplain safety measures including flood analysis, proper setbacks, and sufficient pad elevations.

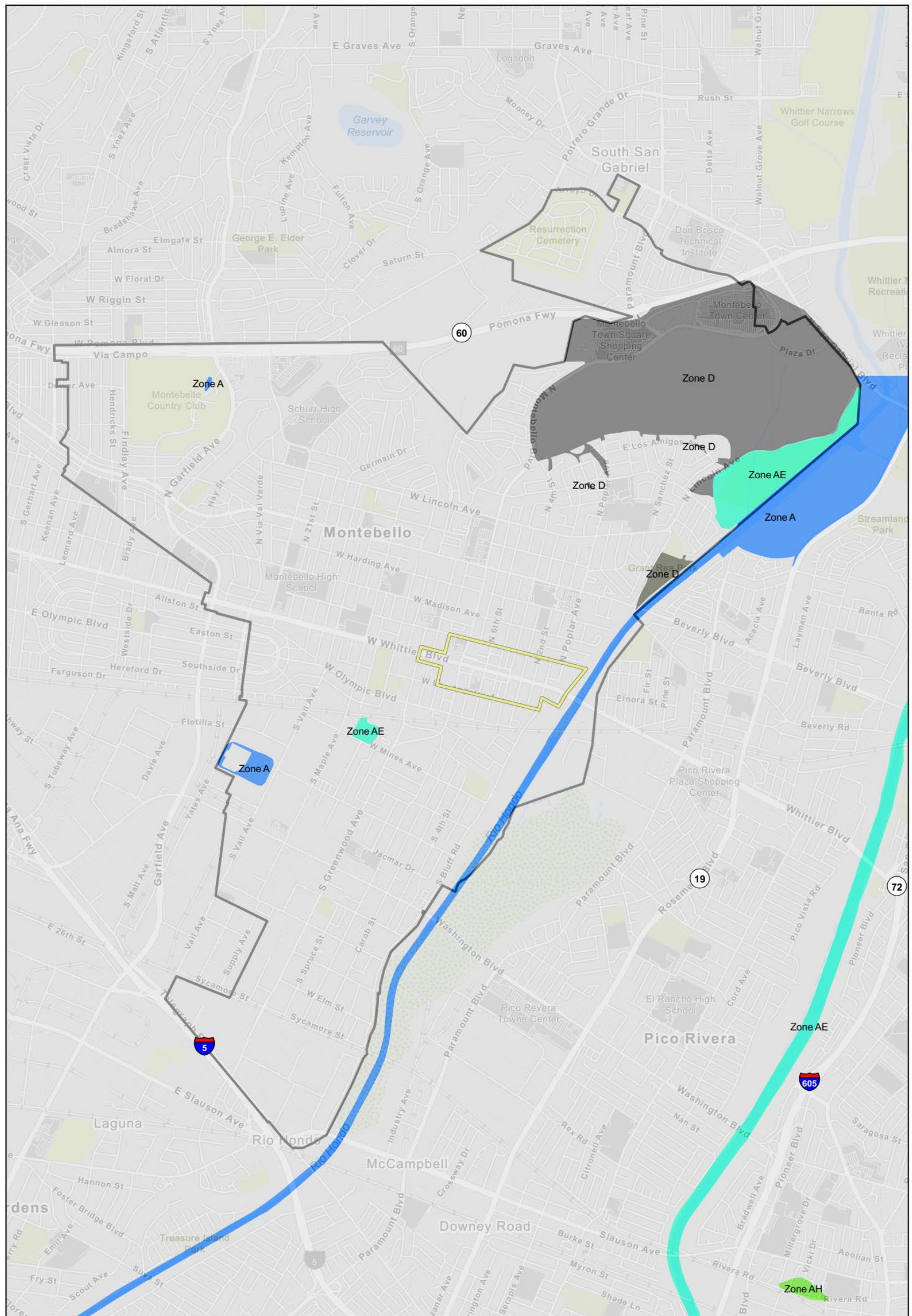
e. Water Quality

The primary sources of pollution to surface and groundwater resources include the following:

- Stormwater runoff from paved areas, which can contain hydrocarbons, sediments, pesticides, herbicides, toxic metals, and coliform bacteria
- Illegal waste dumping and stormwater runoff that can introduce contaminants such as gasoline, pesticides, herbicides, and other harmful chemicals

Cal Water, MLWC, SGCVWC, CMWD and SMID routinely monitor their wells and the water that is treated and served to customers to ensure that water delivered to customers meets applicable drinking water standards. The results of this testing are reported to the State Water Resources Control Board (SWRCB) division of Drinking Water (DDW) following each test and are summarized annually in Water Quality Reports (also known as "Consumer Confidence Reports"), which are provided to customers by mail and made available online. The most recent Water Quality Reports for each water service provider reported that the water quality met or surpassed all federal and state drinking water standards (Cal Water 2022, MLWC 2022, SGCVWC 2022, SMID 2018).

Figure 4.10-1 City of Montebello Flood Zones



| City of Montebello Flood Zones | | FEMA Flood Zones | | City Boundary | | Downtown Specific Plan Boundary | | Scale | |
|--------------------------------|---------|------------------|---------|---------------|---------------|---------------------------------|---------------------------------|---------------------|--------------------|
| | Zone A | | Zone AH | | City Boundary | | Downtown Specific Plan Boundary | 1 inch = 2,400 feet | 0 2,000 4,000 Feet |
| | Zone AE | | Zone AO | | Zone VE | | | | |
| | Zone D | | Zone X | | | | | | |

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4.10.2 Regulatory Framework

a. Federal

Clean Water Act

The federal Clean Water Act (CWA), enacted by Congress in 1972 and amended several times, is the primary federal law regulating water quality in the United States. The CWA established the basic structure for regulating discharges of pollutants into jurisdictional waters of the United States and forms the basis for several state and local laws throughout the country. The CWA gives the United States Environmental Protection Agency (USEPA) the authority to implement federal pollution control programs, such as setting water quality standards for contaminants in surface water, establishing wastewater and effluent discharge limits for various industry contaminants in surface water, establishing wastewater and effluent discharge limits for various industry categories, and imposing requirements for controlling nonpoint-source pollution. At the federal level, the CWA is administered by the USEPA and, at times, the USACE. At the state and regional levels in California, the CWA is administered and enforced by State Water Resources Control Board (SWRCB) and the nine Regional Water Quality Control Boards (RWQCBs) who act under authority granted by Sections 401 and 402 of the CWA. Montebello is located within the jurisdiction of the Los Angeles RWQCB, Region 4.

Clean Water Act Section 303(d): List of Impaired Water Bodies

Section 303(d) of the CWA requires states, territories, and tribes to identify water bodies that do not meet the water quality objectives (WQOs) for their designated beneficial uses. Each state must submit an updated biennial list of water quality impaired water bodies, called the 303(d) list, to the USEPA. The 303(d) list also identifies the pollutant(s) or stressor(s) causing water quality impairment and establishes a priority for developing a control plan to address the impairment. If a water body is designated as “impaired,” then a Total Maximum Daily Load (TMDL) is developed and identified for the affected water body. A TMDL establishes the maximum daily amount of a pollutant allowed in an identified water body and is used as a planning tool in addressing water quality impairments and improving water quality. The San Gabriel River Reach 2 (from Firestone Boulevard to Whittier Narrows Dam) located on the eastern edge of the Plan Area, is listed as an impaired body of water.

Clean Water Act Section 401

Under Section 401 of the CWA, the USEPA can approve State agencies to be the authority implementing the Acts’ provisions in that State, including implementation of Sections 303 and 402 (see below). The SWRCB is the USEPA-designated authority in California and delegates regional authority to the nine RWQCBS, which in turn have regulatory authority over actions in waters of the U.S. and Waters of the State of California through the issuance of water quality certifications, which are issued in conjunction with any federal permit (e.g., permits issued by the USACE under Section 404 of the CWA, described below). In effect, this section requires the issuance of certification by a RWQCB as a condition of issuance of such federal permits and provides that projects for which the State does not issue water quality certification cannot obtain other federal permits.

Clean Water Act Section 402 and the National Pollutant Discharge Elimination System

Section 402 of the CWA regulates point-source discharges to surface waters and requires that all construction sites on an acre or greater of land, as well as municipal, industrial, and commercial facilities discharging wastewater or stormwater directly from a point source (e.g., pipe, ditch, or channel) into waters of the U.S. must obtain permission under the National Pollutant Discharge Elimination System (NPDES). All MS4 Permits are written to ensure that the surface water receiving discharges will achieve specified water quality standards.

In California, the NPDES program is administered by the SWRCB through the RWQCBs and requires municipalities to obtain permits that outline programs and activities to control wastewater and stormwater pollution. The CWA prohibits discharges of stormwater or wastewater unless the discharge is in compliance with an MS4 Permit. Municipal stormwater and wastewater discharges from Municipal Separate Storm Sewer Systems (MS4s) and all other discharges are regulated by the local permitting authority where USEPA has approved the agency. Most MS4 Permits are tailored versions of general USEPA permits, while many industrial discharge permits are individual permits created for the specific discharge requirements of the project.

Clean Water Act Section 404

Under Section 404 of the CWA, proposed discharges of dredged or fill material into waters of the U.S. require USACE authorization. Waters of the U.S. generally include tidal waters, lakes, ponds, rivers, streams (including intermittent streams), and wetlands (with the exception of isolated wetlands). The USACE identifies wetlands using a multi-parameter approach, which requires positive wetland indicators in three distinct environmental categories: hydrology, soils, and vegetation. According to the USACE (1987) Wetlands Delineation Manual, Regional Supplement for the Arid West, except in certain situations, all three parameters must be satisfied for an area to be considered a jurisdictional wetland. Applications for CWA Section 404 permits must show the applicant has:

- Taken steps to avoid impacts to wetlands or waters of the U.S. where practicable
- Minimized unavoidable impacts on waters of the U.S. and wetlands
- Provided mitigation for unavoidable impacts.

Safe Drinking Water Act

The Federal Safe Drinking Water Act was enacted in 1974, allowing the USEPA to promulgate national primary drinking water standards specifying Maximum Contaminants Levels (MCLs) for each contaminant present in a public water system (any water system that provides drinking water to 25 or more people) with an adverse effect on human health. Primary MCLs have been established for approximately 90 contaminants in drinking water. The USEPA has also adopted secondary MCLs as non-enforceable guidelines for contaminants that may cause cosmetic or aesthetic effects. States have the discretion to adopt them as enforceable standards. USEPA has delegated to the SWRCB the responsibility for administering California's drinking-water program. In 1976, California adopted its own safe drinking water act (see *California Safe Drinking Water Act* described below).

National Flood Insurance Act/ Flood Disaster Protection Act

The National Flood Insurance Act of 1968 made flood insurance available for the first time. The Flood Disaster Protection Act of 1973 made the purchase of flood insurance mandatory for the protection of property located in Special Flood Hazard Areas. These laws are relevant because they led to mapping of regulatory floodplains and to local management of floodplain areas according to guidelines that include prohibiting or restricting development in flood hazard zones.

Federal Emergency Management Agency

FEMA administers the National Flood Insurance Program to provide subsidized flood insurance to communities that comply with FEMA regulations limiting development in floodplains. FEMA also issues Flood Insurance Rate Maps that identify which land areas are subject to flooding. These maps provide flood information and identify flood hazard zones in the community. The design standard for flood protection is established by FEMA. FEMA's minimum level of flood protection for new development is the 100-year flood event.

FEMA has also developed requirements and procedures for evaluating earthen levee systems and mapping the areas affected by those systems. Levee systems are evaluated for their ability to provide protection from 100-year flood events and the results of this evaluation are documented in the FEMA Levee Inventory System. Levee systems must meet minimum standards and must be maintained according to an officially adopted maintenance plan. Other FEMA levee system evaluation criteria include structural design and interior drainage.

In 2000, FEMA adopted revisions to 44 CFR, known as the Disaster Mitigation Act (DMA) or DMA 2000. Section 322 (a-d) of the DMA 2000 requires local governments to have a Hazard Mitigation Plan as a condition of receiving federal disaster mitigation funds, which must:

- Describe the process for assessing hazards, risks, and vulnerabilities
- Identify and prioritize mitigation actions
- Solicit input from the community (public), key stakeholders, and adjacent jurisdictions and agencies

b. State

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (Division 7 of the California Water Code) is the primary statute addressing surface water quality in California. Under Porter-Cologne and Section 401 of the CWA, the SWRCB has authority over the State's water quality policy as long as it meets USEPA minimum standards. The SWRCB administers surface water rights, water pollution control, and water quality functions throughout the state, while the nine RWQCBs conduct planning, permitting, and enforcement activities. The RWQCBs also regulate water quality under Porter-Cologne through the regulatory standards and objectives set forth in Water Quality Control Plans (also referred to as Basin Plans) prepared for each region.

The City is under the jurisdiction of the Los Angeles RWQCB, which includes the coastal watersheds of Los Angeles and Ventura Counties, along with very small portions of Kern and Santa Barbara Counties. Per the requirements of the CWA and the California Porter-Cologne Act, the Los Angeles RWQCB has prepared a Basin Plan for the watersheds under its jurisdiction. The Basin Plans from all

nine of the RWQCBs and the California Ocean Plan (prepared and implemented by SWRCB) collectively constitute the State Water Quality Control Plan.

The Los Angeles RWQCB Basin Plan has been designed to support the intentions of the CWA and the Porter-Cologne Act by:

- Characterizing watersheds within the Los Angeles Region
- Identifying beneficial uses that exist or have the potential to exist in each water body
- Establishing WQOs for each water body to protect beneficial uses or allow their restoration, and
- Providing an implementation program that achieves water quality objectives. Implementation program measures include monitoring, permitting, and enforcement activities

Per the requirements of CWA Section 303(c), the Basin Plan is reviewed every three years and revised as necessary to update the plan and meet new legislative requirements.

The Basin Plan identifies beneficial uses of surface water bodies within its jurisdiction, which are used to establish WQOs as discussed above for Section 303(d), and to set discharge prohibitions to protect water quality as discussed above for Section 402.

As previously discussed, regarding Section 303(d) of the CWA, WQOs are the limits or levels of pollutant constituents or the characteristics of a water body that are established by the Los Angeles RWQCB for the reasonable protection of beneficial uses of water. WQOs are numeric limits and narrative objectives designed to ensure that bodies of water in the state can support their designated beneficial uses. At concentrations equal to or greater than the numeric objectives, constituents (or pollutants) are considered to have impaired the beneficial uses of the state's water. In some cases, objectives are narrative (qualitative), rather than numerical. Beneficial uses for the Rio Hondo in the Plan Area include Municipal Water Supply (potential), Groundwater Recharge (intermittent), Warm Freshwater Habitat (potential), and Wildlife Habitat (intermittent).

California Safe Drinking Water Act

The USEPA has delegated to the California Department of Public Health responsibility for administering California's drinking-water program. In 1976, two years after the Federal Safe Drinking Water Act was passed, California adopted its own safe drinking water act (contained in the Health and Safety Code) and adopted implementing regulations (contained in California Code of Regulations Title 22). California's program sets drinking water standards that are at least as stringent as the Federal standards. Each community water system also must monitor for a specified list of contaminants, and the monitoring results must be reported to the state. Responsibility for the state's Drinking Water Program was transferred from the Department of Public Health to the Division of Drinking Water, which is a division of the SWRCB that was created in July 2014.

California Construction Stormwater Permit

As the lead permitting authority in California, the SWRCB adopted an NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities ([Construction General Permit or CGP], Order 2009-0009, as amended by Orders 2010-0014-DWQ and 2012-006-DWQ). The order applies to construction sites or other projects that include one or more acre of soil disturbance, as required by the CWA, but also to projects that disturb less than one acre but which, in the local RWQCBs' determination, may pose a threat to water quality. The CGP authorizes the discharge of stormwater to surface waters from construction activities. It prohibits the discharge of materials other than stormwater, authorized non-stormwater discharges, and all discharges that

contain a hazardous substance in excess of reportable quantities established at 40 CFR 117.3 or 40 CFR 302.4, unless a separate MS4 Permit has been issued to regulate those discharges.

The CGP requires that all developers of land where construction activities will occur over more than one acre do the following:

- Complete a Risk Assessment to determine pollution prevention requirements pursuant to three Risk Levels established in the CGP
- Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters
- Develop and implement a Stormwater Pollution Prevention Plan (SWPPP) which specifies best management practices (BMPs) that will reduce pollution in stormwater discharges to the Best Available Technology Economically Achievable/Best Conventional Pollutant Control Technology standards
- Perform inspections and maintenance of all BMPs

Typical BMPs contained in SWPPPs are designed to minimize erosion during construction, stabilize construction areas, control sediment and pollutants from construction materials, and address post construction runoff. The SWPPP also includes a plan for inspection and maintenance of all BMPs, as well as procedures for altering or increasing BMPs based on changing project conditions.

Sustainable Groundwater Management Act

In September 2014, the state passed legislation requiring that California's critical groundwater resources be sustainably managed by local agencies. The Sustainable Groundwater Management Act (SGMA, Water Code Section 10720 et seq.) gives local agencies the power to sustainably manage groundwater. It required DWR to establish priority levels for groundwater basins within the State based on their level of overdraft and required Groundwater Sustainability Agencies (GSAs) to form and to develop Groundwater Sustainability Plans (GSPs) for medium- and high-priority groundwater basins that would bring the basins into sustainability by 2040 or 2042. Basins determined to be in critical overdraft were required to develop GSPs first. DWR is behind in the process of determining its approval of submitted GSPs for non-critical basins and was required to issue final notices of approval or disapproval by January 31, 2022. The Plan Area is located in Ground Water Basin 4011.4 – Coastal Plain of Los Angeles Central Basin (DWR, 2015).

California Green Building Standards Code (CalGreen)

The California Green Building Standards Code (California Code of Regulations Title 24 CCR, Part 11) includes mandatory measures for residential and nonresidential development. For example, Section 4.106.2 requires residential projects that disturb less than one acre and are not part of a larger common plan of development to manage stormwater drainage during construction through on-site retention basins, filtration systems, and/or compliance with a stormwater management ordinance. Section 5.106.1 requires newly constructed nonresidential projects and additions of less than one acre to prevent the pollution of stormwater runoff from construction through compliance with a local ordinance or implementing BMPs that address soil loss and good housekeeping to manage equipment, materials, and wastes. Section 5.303 sets measures for indoor water use for non-residential development requiring metering devices to conserve water.

c. Local

Los Angeles Water Board MS4 Permit

Polluted stormwater runoff commonly flows through municipal separate storm sewer system (MS4s) and discharges into local water bodies. To prevent harmful pollutants from flowing or being dumped into MS4s, certain operators are required to obtain MS4 Permits and develop stormwater management programs. Montebello is a permittee of the regional MS4 Permit for the Los Angeles County Flood Control District (Order No. R4-2021-0105, NPDES No. CAS004004) issued by the California Regional Water Quality Control Board, Los Angeles Region.

The Los Angeles County Stormwater Pollution Prevention Program tracks industrial and commercial businesses in the Los Angeles County area to determine compliance with the provisions of MS4 Permit.

Montebello Municipal Code Chapter 8.36

Regulations pertaining to drainage control and water quality are also contained within Chapter 8.36 of the Montebello Municipal Code (MMC). The purpose of this chapter is to protect and improve water quality of receiving waters by reducing illicit discharges to the municipal storm water system to the maximum extent practicable, eliminating illicit connections to the municipal storm water system, eliminating spillage, dumping, and disposal of pollutant materials into the municipal storm water system and reducing pollutant loads in storm water and urban runoff, from land uses and activities identified in the municipal MS4 Permit. The chapter describes restrictions on illicit discharges, dumping, and non-stormwater discharges, illicit connections, control of pollutants from commercial, industrial and construction activities, as well as enforcement and penalties. The provisions of the chapter have been adopted pursuant to all federal, state, and local regulations described above.

4.10.3 Impact Analysis

a. Methodology and Significance Thresholds

This section describes the potential environmental impacts of the proposed Project relevant to hydrology and water quality. The impact analysis is based on an assessment of baseline conditions for Montebello, including watershed and surface waters, topography, groundwater, flood hazards, and water quality, as described in Section 3, *Environmental Setting*. This analysis identifies potential impacts based on the predicted interaction between the affected environment and construction, operation, and maintenance activities related to the Plan. This section describes impacts in terms of location, context, duration, and intensity, and recommends mitigation measures, when necessary, to avoid or minimize impacts.

According to CEQA Guidelines Appendix G, impacts related to hydrology and water quality would be potentially significant if implementation of the proposed Project would do any of the following:

1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality
2. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin

3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - a. Result in substantial erosion or siltation on- or off-site
 - b. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site
 - c. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff
 - d. Impede or redirect flood flows
4. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation
5. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan

b. Project and Cumulative Impacts

| |
|--|
| Threshold 1: Would the proposed Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? |
|--|

Impact HWQ-1 DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT COULD INCREASE POLLUTANTS IN STORMWATER AND WASTEWATER, BUT POLICIES IN THE PROPOSED GENERAL PLAN UPDATE, AND EXISTING REGULATIONS, WOULD ENSURE THAT WATER QUALITY STANDARDS AND WASTE DISCHARGE REQUIREMENTS WOULD NOT BE VIOLATED. THEREFORE, IMPACTS TO WATER QUALITY WOULD BE LESS THAN SIGNIFICANT.

Construction

Construction activities carried out under the proposed Project could include road improvements, installation and realignment of utilities, demolition of existing structures for replacement, new development, and the potential replacement and/or improvement of drainage facilities. Water quality degradation from construction would be specific to each site within the Plan Area, and thus would depend largely on the areas affected, the length of time soils would be subject to erosion, and what construction activities would be carried out on the site. As described in Chapter 2, *Project Description*, new development carried out under the proposed Project would generally result in re-use of properties, conversion of uses in response to market demand (e.g., select industrial to commercial), and more intense use of land in defined areas.

Temporary soil disturbance would occur due to construction of future developments carried out under the proposed Project from earth-moving activities such as excavation and trenching for foundations and utilities, soil compaction and moving, cut and fill activities, and grading. If not managed properly, disturbed soils would be susceptible to high rates of erosion from wind and rain, resulting in sediment transport via stormwater runoff from Montebello. The types of pollutants contained in runoff from construction sites in urban areas typically include sediments and contaminants such as oils, fuels, paints, and solvents. Additionally, other pollutants, such as nutrients, trace metals, and hydrocarbons, can attach to sediment and be transported to downstream drainages and ultimately into collecting waterways, contributing to degradation of water quality.

Areas that disturb one or more acres of land surface are subject to the CGP. Montebello requires the preparation of a Water Quality Management Plan (WQMP) to obtain coverage with the CGP. A WQMP combines practices into the landscape, irrigation, and grading design plans to minimize runoff and increase retention and infiltration, emphasizing Low-Impact Design (LID) practices. Each project in the City requiring construction activities must incorporate stormwater management practices into the project design that minimize runoff, increase onsite infiltration, and improve water quality as necessary to comply with applicable stormwater regulations. Prior to submitting an application for a plans examination, grading permit or building permit, all qualifying land development/redevelopment projects are required to submit and receive approval from the City for a WQMP. The WQMP is required to identify all BMPs that will be incorporated into the project to control stormwater and non-stormwater pollutants during and after construction and be revised as necessary during the life of the project. The WQMP submittal applies to construction projects covered by CGP as well as construction projects less than one acre. No Certificate of Occupancy will be issued for a development/redevelopment project without ensuring that all treatment control BMPs as specified in the approved WQMP would be maintained in compliance with the requirements of the municipal permit. To ensure maintenance of BMPs during and after construction, the owner of the development site is required to enter into a permanent stormwater quality BMP maintenance agreement with the City and have the maintenance agreement recorded at the County of Los Angeles.

All new development would be subject to the CGP, MS4 Permit, and the MMC Chapter 8.36. Adherence to these regulatory requirements would reduce the risk of short-term erosion resulting from drainage alterations during construction. BMPs would be required to reduce the discharge of pollutants to the maximum extent practicable, including the removal and lawful disposal of any solid waste or any other substance which, if it were to be discharged to the MS4, would be a pollutant, including fuels, waste fuels, chemicals, chemical wastes and animal wastes, from all parts of the premises exposed to stormwater.

In addition, the following policies of the proposed General Plan Update would serve to meet water quality standards and protect surface and groundwater quality with implementation of the proposed Project:

P3.10 Utilize and maintain a robust stormwater conveyance system that protects the City from flooding impacts while seeking multi-benefit solutions including water quality

P3.11 Effectively treat all urban runoff and stormwater and ensure that local groundwater supplies and downstream receiving waters are protected

Compliance with the regulations and policies discussed above would reduce the risk of water degradation within Montebello from soil erosion and other pollutants related to construction activities. Since violations of water quality standards would be minimized, impacts to water quality from construction activities within Montebello as a whole would be less than significant.

Operation

Montebello is a built-out community, with a very small portion of Plan Area classified as vacant land. Because the proposed Project would focus on redevelopment of existing urbanized areas, future development would introduce relatively small amounts of net new impervious surfaces. The following General Plan Update policy and action would also reduce the amount and impact of impervious surfaces in the Plan Area:

P1.1 Enhance air and water quality, increase public green space through the integration of green infrastructure

A1.1e Review and revise development regulations to encourage a green approach in new developments. Minimize impervious areas. Develop new projects and retrofit existing surfaces to reduce runoff through infiltration

Although the increase in volumes or rates of discharge and associated pollutants in runoff from operation of future development would be minimal, it could potentially result in the addition of contaminants into both stormwater runoff entering Montebello's drainage system and wastewater entering the local wastewater collection and treatment system. If not managed properly, runoff from urban development could contain contaminants such as oil, grease, metals, and landscaping chemicals (pesticides, herbicides, fertilizers, etc.), which could be transported into the City's drainage system and ultimately degrade surface water and groundwater quality.

Under the MS4 Permit, all existing and future municipal and industrial discharges to surface waters within Montebello would be subject to regulations limiting pollutants that could be contained in each facility's discharge.

Future developments in the City would also be subject to Chapter 8.36 of the MMC. As detailed in Section 4.10.2, *Regulatory Framework*, above, new development or redevelopment projects are required to comply with Chapter 8.36.110 the MMC prior to issuance of any permit, which requires projects to implement BMPs to the maximum extent practicable. Site-specific post-construction BMPs that mitigate stormwater would be designed and built following design requirements in the MS4 Permit and the MMC. The MS4 Permit establishes limits for the concentration of contaminants entering the storm drain system. Retention, infiltration, bioretention, and biofiltration mitigation BMPs would be used consistent with requirements outlined in the MS4 Permit. The CalGreen building standards apply another set of regulations requiring the implementation of LID features in project design that would further serve to reduce potential impacts.

In addition to stormwater runoff, polluted wastewater could be discharged by development carried out under the Plan. Wastewater generated in the City is treated by Los Angeles County Sanitation Districts Number 2 and Number 15. The City's wastewater flows to the Whittier Narrows Water Reclamation Plant, located north of the City in South El Monte. Whittier Narrows Water Reclamation Plant has a treatment capacity of 15 million gallons per day with an average influent wastewater of approximately 9.1 million gallons per day (Los Angeles County Sanitation Districts, 2023). These plants are capable of treating the potential increase in wastewater associated with population growth and development expected under the proposed Project. Ultimately, treatment would produce a high-quality tertiary effluent that could be used for a variety of industrial and irrigation purposes. Chapter 4.19, *Utilities and Service Systems* contains a more detailed description of wastewater services for the Plan Area.

Common sources of groundwater contamination include leaking underground storage tanks, septic systems, oil fields, landfills, and general industrial land uses. Implementation of the proposed Project would not involve construction of oil fields or landfills. All lots intended for building development are required to be connected to a public sewer system. Furthermore, most infiltration areas would be required through LID regulations to treat runoff and discharges prior to being used for percolation and infiltration. In addition, although it is unlikely the use of underground storage tanks (USTs) would be significant throughout the Plan Area, the design and use of USTs under modern regulations generally ensures that new leaks do not occur; the sources of contamination seen from USTs virtually always occur from USTs developed prior to the initial implementation of

stringent laws for USTs in 1984 and 1988. Therefore, degradation of groundwater quality from these sources would not result from development carried out under the proposed Project.

For all the reasons discussed above, the proposed Project would not violate any waste discharge requirements or water quality standards, or otherwise substantially degrade surface or groundwater quality. Therefore, this impact would be less than significant.

Mitigation Measures

Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce potential water quality impacts to a less than significant level, no mitigation is required.

Threshold 2: Would the proposed Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed Project may impede sustainable groundwater management of the basin?

Impact HWQ-2 DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT WOULD INCREASE WATER USAGE WITH INCREASED DEVELOPMENT, BUT SUCH INCREASES WOULD BE LESS THAN SIGNIFICANT BECAUSE GROUNDWATER SUPPLY IS NOT RESTRICTED. DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT MAY ALSO INCREMENTALLY INCREASE THE AMOUNT OF IMPERVIOUS SURFACES IN MONTEBELLO, RESULTING IN INCREASED RUNOFF AND DECREASED PERCOLATION TO THE CENTRAL SUBBASIN OF THE COASTAL PLAIN OF THE LOS ANGELES GROUNDWATER BASIN. HOWEVER, WITH IMPLEMENTATION OF PLAN POLICIES AND EXISTING REGULATIONS, THESE IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Construction activities carried out under the proposed Project would primarily occur as part of infill/redevelopment. Construction activities such as subterranean excavation of parking garages, below ground building areas, or deeper foundations could encounter groundwater which would then require dewatering. This water is often used during construction for cleaning, dust control, and other uses and thus would replace other construction water supply. In addition, any dewatering discharge would be required to comply with the appropriate Dewatering Permit requirements, such as General NPDES Permit No. CAG994004 (Order No. R4-2003-0111) or the dewatering requirements of the WQMP. Thus, construction activities would not substantially deplete groundwater supplies.

As described in the Chapter 2, *Project Description*, for most of the proposed Project preserves the existing pattern of uses and establishes policies for protection and long-term maintenance of established neighborhoods. In general, new development carried out under the proposed Project would result in re-use of properties, conversion of uses in response to market demand (e.g., select industrial to commercial), and more intense use of land in defined areas. With development of these areas, the amount of impervious surface in the Plan Area might incrementally increase; however, due to modern requirements such as LID requirements and post-construction BMPs regarding infiltration, recharge, and on-site detention/retention of stormwater runoff, the net amount of impervious surface in the Plan Area may actually decrease with new development carried out under the proposed Project. In addition, such development would primarily consist of infill in already urbanized areas, where increases in impervious surfaces, if any, would be minimal. Thus, development carried out under the proposed Project would not substantially interfere with groundwater recharge.

New development carried out under the proposed Project would increase demand for water, some of which would derive from groundwater sources, since groundwater is a part of the supply mix for

Montebello. The City would require projects to implement LID practices that improve groundwater recharge and groundwater quality. In addition, the General Plan Update goals and policies listed below would serve to improve and enhance groundwater resources:

- P1.1 Enhance air and water quality, increase public green space through the integration of green infrastructure**
- P3.7 Maintain high-quality reliable potable water and non-potable water services, diversify supply and maintain and create facilities that meet existing and future water demands including drought conditions**
- P3.8 Maintain, upgrade, and expand water pipeline, storage, and pumping infrastructure to meet projected domestic, commercial, and fire flow demands for all land uses within the City**
- P3.9 Ensure that wastewater in the City of Montebello is safely and efficiently conveyed and treated under all demand scenarios, including existing and future average and peak flow sewer flow scenarios**
- P3.11 Effectively treat all urban runoff and stormwater and ensure that local groundwater supplies and downstream receiving waters are protected**

The underlying Central Basin is not a medium- or higher priority basin under the DWR classification required by SGMA; it is classified as 'Very Low Priority' and does not have a SGMA GSA. Further information on the water supply mix for the proposed Project is contained in Chapter 4.19, *Utilities and Service Systems*, where it is detailed that there is ample water supply available for operation of development carried out under the proposed Project regardless of the groundwater mix for any given year. Therefore, as groundwater supply is sufficient, the proposed Project would not impact groundwater supplies and impacts would be less than significant.

Mitigation Measures

With implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, implementation of the proposed Project would not substantially deplete groundwater or recharge supplies, so mitigation is not required.

Threshold 3.a: Would the proposed Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?

Threshold 3.b: Would the proposed Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Threshold 3.c: Would the proposed Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Threshold 3.d: Would the proposed Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

Impact HWQ-3 DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT COULD ALTER THE EXISTING DRAINAGE PATTERN IN SOME PARTS OF MONTEBELLO. HOWEVER, IMPLEMENTATION OF GOALS AND POLICIES INCLUDED IN THE PROPOSED GENERAL PLAN UPDATE, AND ENFORCEMENT OF EXISTING REGULATIONS, WOULD PROTECT THE PLAN AREA'S EXISTING DRAINAGE PATTERN FROM SUBSTANTIAL ALTERATION. THESE IMPACTS WOULD THEREFORE BE LESS THAN SIGNIFICANT.

Construction activities associated with development carried out under the proposed Project would involve stockpiling, grading, excavation, dredging, paving, and other earth-disturbing activities resulting in the alteration of existing drainage patterns. As described in Impact HWQ-1 and Impact HWQ-2, policies are in place or would be put in place with adoption of the proposed Project that would maximize stormwater infiltration and/or infiltration through use of low-impact development methods, and compliance with the NPDES Permit, the CGP, and the MMC would reduce the risk of short-term erosion resulting from drainage alterations during construction. Therefore, construction-related erosion and siltation impacts would be less than significant.

Development carried out under the proposed Project would not involve the alteration of any stream, and alteration of drainage channels such as stormwater gutters would occur under permit limitations as defined in MMC Chapter 8.36. In addition, future development would be primarily infill in nature and would therefore only create an incremental expansion in the quantity of net new impervious surfaces such that sheet flow or other runoff types would be altered. The post-construction requirements of the CGP and NPDES Permit require demonstration that post-construction runoff rates from development will not be significantly altered from their prior state. LID site planning principles in the NPDES and CGP permits, the MMC, and General Plan Update Policies such as P1.1, and P3.7 – P3.11 (described in Impact HWQ-3) would minimize other changes to drainage patterns.

Any discharges into surface water would be required to comply with hydromodification permit limitations specifically designed to ensure there is no alteration to the flow rates of nearby streams,

which would minimize erosion and siltation impacts to streams. The hydromodification requirements of the NPDES Permit and the MMC, especially Section 8.36.110, which expressly prohibits alteration of stormwater infrastructure capacity or channelization without City Engineer approval, would ensure that post-construction runoff caused by development carried out under the proposed Project would not increase runoff from project sites enough to cause sheet or channeled flooding or to overwhelm the capacity of existing infrastructure without being required to construct upgrades to the system to ensure continued capacity is maintained. In addition, development requirements of the Los Angeles County Flood Control District as implemented through the MMC would also ensure that existing floodways and channels would not be altered or impaired; as depicted in Figure 4.10-1, there is a limited amount of channelized floodways in the Plan Area, and any impact to it would be highly regulated and most likely come under authority of the USACE.

Existing hydromodification requirements would ensure that impacts to siltation into area streams, flooding from runoff, alteration of system capacity, or impedance of existing floodways would be less than significant.

Mitigation Measures

Implementation of policies and actions from the proposed General Plan Update, and existing regulations, would reduce impacts to a less than significant level, so mitigation is not required.

Threshold 4: In flood hazard, tsunami, or seiche zones, would the proposed Project risk release of pollutants due to project inundation?

Impact HWQ-4 DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT WOULD NOT SITE NEW MAJOR SOURCES OF POLLUTANTS WITHIN FLOOD HAZARD ZONES OR INCREASE THE RISK OF INUNDATION OF EXISTING SOURCES OF POLLUTANTS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The Plan Area is approximately 15 miles from the ocean and is not designated as a Tsunami Inundation Area according to the California Department of Conservation's Tsunami Inundation Maps (2009). It is therefore not at risk of being impacted by a tsunami. The Plan Area is also not near any large bodies of water subject to seiche.

The FEMA Flood Map Service Center site-specific Flood Hazard Map relevant to the Plan Area (Map No. 06037C1663F, Effective Date September, 26 2008; FEMA 2008), shown in Figure 4.10-1, shows that the vast majority of the Plan Area, including the focus areas of development for the proposed Project, are outside the 100-year flood hazard area and are designated as areas of minimal flood hazard.

The hydromodification requirements discussed under Impact HWQ-3 would ensure that development under the proposed Project would not cause or increase the potential for flooding; new development that meets current standards related to detention/retention of site runoff would be expected to incrementally reduce overall flood hazards

Growth projections for the proposed Project include increased commercial square footage in the Plan Area. Such commercial uses may require the siting of new storage of pollutants within the Plan Area, depending on what kind of commercial uses they are (i.e., dry cleaners, printing facilities, automotive retail, etc.). However, no such pollutant storage would be sited within the designated flood hazard zone because under the proposed Project no commercial or industrial uses would be situated within the 100-year floodplain. Therefore, the proposed Project would not site new,

significant, sources of pollutants within a flood hazard area, thereby risking release of pollutants from inundation, and impacts would be less than significant.

Mitigation Measures

Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts related to potential inundation to a less than significant level, and no new land uses would be developed that would store pollutants within an area at risk for inundation would occur. Therefore, no mitigation is required.

Threshold 5: Would the proposed Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Impact HWQ-5 THE PROPOSED PROJECT WOULD NOT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE BASIN PLAN OR ANY EXISTING GROUNDWATER MANAGEMENT PLAN. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

As discussed in impact discussions HWQ-1 and HWQ-2, future development would be subject to federal, state, and local standards and regulations protecting water quality and hydrological resources, including permit requirements designed to ensure implementation of the Los Angeles RWQCB Basin Plan. Specifically, the MS4 Permit would regulate any discharges affecting the Los Angeles River and its tributaries, including the Rio Hondo, to ensure the beneficial uses for it listed in the Basin Plan are not impaired. In addition, the proposed General Plan Update includes the following policies and actions to support stormwater management and improve and maintain water quality and quantity:

- P1.1 Enhance air and water quality, increase public green space through the integration of green infrastructure.**
- P3.7 Maintain high-quality reliable potable water and non-potable water services, diversify supply and maintain and create facilities that meet existing and future water demands including drought conditions.**
- P3.8 Maintain, upgrade, and expand water pipeline, storage, and pumping infrastructure to meet projected domestic, commercial, and fire flow demands for all land uses within the City.**
- P3.9 Ensure that wastewater in the City of Montebello is safely and efficiently conveyed and treated under all demand scenarios, including existing and future average and peak flow sewer flow scenarios.**
- P3.11 Effectively treat all urban runoff and stormwater and ensure that local groundwater supplies and downstream receiving waters are protected.**

Individual development projects carried out under the proposed Project would be required to comply with applicable regulations, standards, and policies, which would prevent violations of water quality standards and the waste discharge requirements of the MS4 Permit and MMC, which are set to maintain compliance with the goals of the Basin Plan. Impacts related to obstruction of a water quality control plan would be less than significant.

As discussed under *Environmental Setting* and impact discussion HWQ-2, groundwater use by projects carried out under the proposed Project is not anticipated to cause significant impacts to

groundwater levels because the Central Basin is determined to be a 'very low' priority basin by DWR under SGMA, is not in overdraft, and is utilized by numerous water agencies as only a part of the supply mix for the area. In addition, although future projects would rely on underlying groundwater for their water supply according to the purveyor's requirements in any given year, there is no GSA with jurisdiction over Montebello and thus no GSP in place. Therefore, there is no sustainable groundwater management plan which addresses groundwater underlain by or used by Montebello, and groundwater from other basins is not expected to be utilized by projects carried out under the proposed Project because existing supply is more than adequate. Impacts related to potential conflicts with or obstruction of a sustainable groundwater management plan would be less than significant.

Mitigation Measures

Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.

Cumulative Impacts

The analysis of impacts and regulations relating to hydrology and water quality discussed in this section of the EIR apply to geographic levels at which the impacts could occur (local, regional, basin-wide, watershed-wide, and statewide). Therefore, impacts discussed in this section are cumulative in nature because they are addressed at the level at which they would occur, either individually or in combination with other impacts inside or outside of Montebello. As discussed above, policies and actions contained in the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to hydrology and water quality to a less than significant level. Projects carried out outside the Plan Area that may also cumulatively impact hydrology and water quality would be subject to many of the same regulations discussed in this section, and also in many cases similar local policies for protection of water quality and preservation of local water resources. Thus, the proposed Project would not contribute to in a cumulatively considerable impact.

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4.11 Land Use and Planning

This section analyzes the proposed Project's consistency with applicable local, regional, and state land use policies. Consistency with the South Coast Air Quality Management District's Air Quality Management Plan (AQMP) is discussed in Section 4.3, *Air Quality* of this EIR. Potential land use compatibility conflicts associated with growth related to the proposed Project are discussed in other sections of this EIR, including 4.1, *Aesthetics*; 4.3, *Air Quality*; 4.9, *Hazards and Hazardous Materials*; and 4.13, *Noise*.

4.11.1 Environmental Setting

Montebello (the Plan Area) is an 8.4 square mile city (or roughly 5,300 acres) with a total population of approximately 63,000 persons (Montebello 2023). The Plan Area is almost completely urbanized, and land is primarily used for residential, commercial, civic, and industrial uses. The Plan Area does not contain farmland nor forest land other than two isolated strips of "Unique Farmland" in the northern part of the Plan Area, as shown in Figure 4.2-1 in Section 4.2, *Agriculture and Forestry Resources*. Residential areas located north of Beverly Boulevard are primarily single-family homes except for multiple-family dwellings located in clusters adjacent to shopping areas. A high-density cluster of residential housing is located between Whittier Boulevard and Olympic Boulevard west of Vail Avenue. Commercial development is clustered into centers throughout the Plan Area and there are industrial uses in the southwest part of the Plan Area. Parks and open lands are in areas throughout the Plan Area and opportunities for land acquisition are limited in the central and southern developed parts of Montebello (City of Montebello 1973).

As shown in Table 4.11-1, the existing General Plan's land use designations are primarily residential at approximately 2,956 acres, followed by industrial at 823 acres, institutional at 230 acres, commercial at 407 acres, and parks/recreation/open space at 614 acres. The proposed land use designations for the General Plan Update do not exactly correspond to the City's existing land use designations. The differences mainly stem from the purpose of the proposed General Plan Update to provide more housing and green space for the community. For example, the General Plan Update does not have a commercial-only land use designation, but commercial land uses are allowed in, and therefore folded into the acreage for, the corridor, and downtown designations. Together these commercial-allowing designations total approximately 651 acres. Parks and open space designations will have a significant increase in acreage if the proposed General Plan Update is adopted, going from 614.6 acres under the existing General Plan to 1,045 acres under the proposed General Plan Update. Land designated for industrial uses will decrease from 823.3 acres under the existing General Plan to 728 acres under the proposed General Plan Update.

Table 4.11-1 Changes in Existing General Plan and Proposed General Plan Update Land Use Designations

| Existing Land Use Designations | Acres¹ | Percentage (%) of Total | Proposed Land Use Designations | Acres | Percentage (%) of Total |
|---------------------------------------|--------------------------|------------------------------------|---------------------------------------|--------------|------------------------------------|
| Residential – Low | 2,055.8 | 40.9% | Agriculture | 21.1 | 0.5% |
| Residential – Medium | 596.2 | 11.8% | Industrial | 728.2 | 15.7% |
| Residential – High | 216.1 | 4.3% | Residential | 751.0 | 16.2% |
| Residential – Very High | 89.5 | 1.8% | Neighborhood | 1,445.5 | 31.1% |
| Commercial – General | 275.8 | 5.5% | Corridor | 233.8 | 5.0% |
| Commercial – Boulevard | 131.1 | 2.6% | Downtown | 97.7 | 2.1% |
| Industrial | 823.3 | 16.4% | Civic | 319.8 | 6.9% |
| Institutional | 230.1 | 4.6% | Parks | 134.6 | 2.9% |
| Parks/Recreation/Open Space | 614.6 | 12.2% | Open Space | 910.6 | 19.6% |
| Total² | 5,032.5 | 100% | | 4,643 | 100% |

¹ Source: City of Montebello General Plan Land Use Element, Adopted 1973

² Totals arrived at by adding up the individual rows above may differ slightly from the number shown here due to rounding

4.11.2 Regulatory Framework

a. Federal Regulations

There are no federal regulations pertaining to land use and planning that are applicable to the proposed project.

b. State Regulations

General Plan Law (California Government Code Section 65300)

California Government Code Section 65300 regulates the substantive and topical requirements of general plans. State law requires that each city and county adopt a general plan “for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning.” The California Supreme Court has called the general plan the “constitution for future development.” The general plan expresses the community’s development goals and embodies public policy relative to the distribution of future land uses, both public and private.

California Government Code Section 65301

Section 65301 of the California Government Code requires a general plan to address the geographic territory of the local jurisdiction and any other territory outside its boundaries that bears relation to the planning of the jurisdiction. The jurisdiction may exercise their own judgment in determining what areas outside of its boundaries to include in the planning area. The State of California General Plan Guidelines denotes that the planning area for a city should include (at minimum) all land within city limits and all land within the City’s sphere of influence.

Government Code Section 65860(a)

State law requires that zoning ordinances in a general law city or town be consistent with the general plan. A zoning ordinance is consistent with an adopted general plan only if the various land uses authorized by the zoning ordinance “are compatible with the objectives, policies, general land uses, and programs specified in such a plan” (Government Code Section 65860(a)). State law also provides that in the event a zoning ordinance becomes inconsistent with a general plan by reason of amendment to such a plan, the zoning ordinance must be amended within a reasonable time so that it is consistent with the general plan as amended (Government Code Section 65860(a)). The City of Montebello is a general law city and is, therefore, required to have zoning consistency.

c. Regional

Southern California Association of Governments

The Plan Area is in the statutory planning area of the Southern California Association of Governments (SCAG). SCAG functions as the federally recognized Metropolitan Planning Organization (MPO) for Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial Counties (the SCAG Region). According to January 1, 2019 population estimates from the California Department of Finance (DOF), the SCAG region has an estimated population exceeding 19 million in an area of more than 38,000 square miles (SCAG 2020). As the MPO, SCAG develops long-range regional transportation plans in cooperation with the California Department of Transportation (Caltrans) and the U.S. Department of Transportation and, utilizing much of the same regional data,

prepares and/or assists other agencies in developing the state-required regional sustainable communities strategy; population, housing, and employment growth forecasts; regional transportation improvement programs; regional housing needs allocations (RHNA); and AQMP. Although SCAG has no direct land use authority, generalized land use planning consistency between local jurisdictions and SCAG is required by state law for purposes of meeting state-required environmental quality goals and/or for eligibility for a wide range of transportation and other types of intergovernmental grants and funding programs that have long-range positive environmental impacts.

Regional Comprehensive Plan

SCAG member agencies adopted the most recent Regional Comprehensive Plan (RCP) in 2008. The 2008 RCP contains a general overview of federal, state, and regional plans applicable to the SCAG Region and serves as a comprehensive planning guide for forecast long-range regional growth through 2035. The primary goals of the RCP are to improve the standard of living, enhance the environmental quality of life, and promote social equity. The RCP sets broad goals for the SCAG Region and identified strategies for all levels of government to use in their local decision making. The RCP includes sections for each of the 13 SCAG-designated subregions. Montebello is uniquely situated within the San Gabriel Valley Council of Governments subregion as well as the subregion that encompasses the Gateway Cities Council of Governments. The RCP is advisory and does not have direct land use authority over cities and counties. SCAG is in the early stages of a comprehensive update to the RCP (SCAG 2022). SCAG's 2008 RCP has the following chapters, each of which includes goals and outcomes to measure progress toward a more sustainable region (SCAG 2008):

- 2008 SCAG RCP Land Use Policies
 - Land Use and Housing
 - Open Space and Habitat
 - Water
 - Energy
 - Air Quality
 - Solid Waste
 - Transportation
 - Security and Emergency Preparedness
 - Economy

Regional Transportation Plan/Sustainable Communities Strategy

SCAG's 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is the companion long-range transportation and sustainability plan to the RCP that looks ahead to 2045 and provides a vision for the future of the regional multi-modal transportation system. The RTP/SCS is a long-range visioning plan that balances the region's projected future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS charts a course for closely integrating land use and transportation so that the region can accommodate projected growth. It outlines more than \$638 billion in transportation system investments through 2040. In June 2020, SCAG received approval of the transportation conformity determination for the 2020-2045 RTP/SCS (Connect SoCal) from the Federal Highway Administration and the Federal Transit Administration.

Assembly Bill (AB) 32, California's Global Warming Solutions Act of 2006, gave the California Air Resources Board (CARB) authority over sources of greenhouse gas emissions, including cars and light trucks. SB 375, authored by Senator Darrell Steinberg, was intended to help California achieve GHG reduction goals for cars and light trucks by changing land use patterns in tandem with regional and local transportation planning to generally reduce vehicle miles travelled which, in turn, reduces GHG emissions. SB 375 required that the RTP include a SCS that demonstrates how the SCAG Region will meet its greenhouse gas (GHG) reduction CARB target. Therefore, there is a direct link between a local general plan being consistent with SCAG's 2020 RTP/SCS and GHG emission reduction.

The SCAG RTP/SCS vision for 2045 includes more compact development and seamless public transit options, including expanded bus and rail service. In this vision, people live closer to work, school, shopping, and other destinations. Their neighborhoods are more walkable and safer for bicyclists. Southern California's vast transportation network is preserved and maintained in a state of good repair, so that public tax dollars are not expended on costly repairs and extensive rehabilitation. Housing across the region is sufficient and affordable and meets forecasted demands of a growing population, largely due to natural increase.

d. Local

City of Montebello

The City of Montebello establishes land use policy and practice in the Plan Area through its General Plan, various specific plans, and its Municipal Code.

Montebello General Plan

The proposed Project includes a comprehensive update of the City's current General Plan and would thus replace it in every respect. Goals, policies, and actions from the City's current General Plan are therefore not relevant to the impact analysis in this EIR and are not listed in this section.

Montebello Hills Specific Plan

A Specific Plan is a tool for the systematic implementation of a jurisdiction's General Plan within particular geographic areas in a city. It serves as a link between General Plan policies and proposed development in a particular area. A Specific Plan can also be a good tool for creating a "sense of place" in the geographic area covered by the Specific Plan because it addresses issues such as the location and intensity of land uses, public streets, water and sewer improvements, development standards, and implementation within that area.

The Montebello Hills Specific Plan is a comprehensive plan for development of new infill residential planned community on approximately 488 acres located south of Montebello Boulevard and southwest of San Gabriel Boulevard in the City of Montebello. The Montebello Hills Specific Plan provides for development of up to 1,200 residential dwellings on approximately 174 gross acres of the Specific Plan area (City of Montebello 2009). The Specific Plan area is bounded on the south and west by existing commercial uses, and on the east by open space uses (City of Montebello 2009). The Specific Plan area is currently a producing oil field, known as the Montebello Oil Field, containing active wells that have been producing oil and gas for 90 years. The proposed project has been designed to be consistent with this Specific Plan.

Montebello General Plan Land Use Map

The Land Use Map of the General Plan addresses how properties throughout the City are planned to be developed over time and the extent to which private and public redevelopment efforts will change, intensify, or otherwise modify current uses of property Citywide. The map illustrates the planned distribution and development intensities of all land uses. See Figure 2-3 of this EIR for the General Plan Land Use Map of Montebello included in the proposed General Plan Update.

4.11.3 Impact Analysis

a. Methodology and Significance Thresholds

To determine the proposed Project’s potential to conflict with any land use plan, policy, or regulation (Threshold 2), the discussion of land use and planning impacts in this chapter of the EIR analyzes the proposed Project’s consistency with City and SCAG plans and policies related to land use. Adoption of the proposed Project would result in a potentially significant land use impact only if the proposed Project would conflict with one or more applicable land use plans, policies, or regulations of the City or SCAG previously adopted for the purpose of avoiding or mitigating a regionally significant environmental impact. In general, SCAG incorporates well-established City-level general plans in its regional plans and actions. As long as a proposed local general plan is largely consistent with the most recently adopted SCAG plans or policies, adoption of an updated local general plan does not result in environmental impacts that are considered significant. SCAG ultimately has the discretion to determine consistency of the proposed General Plan Update with the policies, plans, and/or programs that fall within that agency’s purview. According to CEQA Guidelines Appendix G, impacts related to land use and planning would be potentially significant if implementation of the Plan would do either of the following:

1. Physically divide an established community.
2. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

b. Project and Cumulative Impacts

| |
|--|
| Threshold 1: Would the proposed Project physically divide an established community? |
|--|

Impact LU-1 THE PROPOSED PROJECT RETAINS AND CONTINUES MONTEBELLO’S EXISTING STREET SYSTEM AND PROTECTS MONTEBELLO’S ESTABLISHED COMMUNITIES. IT WOULD THUS NOT DIVIDE AN ESTABLISHED COMMUNITY, AND THERE WOULD BE NO IMPACT.

The proposed Project retains and continues the Plan Area’s existing street system, arterial highways, and established communities. The proposed Project’s vision specifically includes stable residential neighborhoods and enhanced commercial corridors, thus protecting Montebello’s established communities. The current land use as indicated in Table 4.11-1 has distinct residential, commercial, and open space land use areas. The proposed Project focuses on green infrastructure and recommends efficient land use with an emphasis on residential use. Under the proposed Project, commercial and industrial use, unlike under the City’s current land use plan, is woven into the overall fabric of the community through supported infill development with two and three-story buildings, various housing types, open spaces, and mixed uses that will bring most of the activities of daily living into walking distance. Therefore, the proposed Project would not divide an established

community, but rather is intended to extend and connect existing established communities. There would be no impact.

Mitigation Measures

The proposed Project would not divide an established community. Mitigation is not required.

Threshold 2: Would the proposed Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Impact LU-2 THE PROPOSED PROJECT, INCLUDING THE POLICIES CONTAINED IN THE PROPOSED GENERAL PLAN UPDATE, IS CONSISTENT WITH SCAG'S RCP AND RTP/SCS AND THE CITY'S MUNICIPAL CODE AND SPECIFIC PLANS. THE PROPOSED PROJECT WOULD THEREFORE NOT CONFLICT WITH APPLICABLE LAND USE PLANS, POLICIES, OR REGULATIONS ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL IMPACT. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Each of the topics listed above in the 2008 SCAG RCP Land Use Policies, other than Land Use and Economy, is addressed in other chapters of this EIR. Consistency with the AQMP is discussed in Chapter 4.3, *Air Quality*. Land use compatibility conflicts associated with growth related to the proposed Project are discussed in other chapters of this EIR, including Chapters 4.1, *Aesthetics*; 4.3, *Air Quality*; 4.9, *Hazards and Hazardous Materials*; and 4.13, *Noise*. Housing is addressed in Chapter 4.14, *Population and Housing*. Therefore, the review below is focused on land use, with the acknowledgement that land use is inherently a major factor in the other listed topics.

Local consistency with RCP land use usually leads to consistency with the other RCP components that are based, to some extent, on underlying current and future land uses. The "Voluntary Local Government Best Practices" relating to local land use are listed on page 21 of the RCP. The discussion below lists applicable voluntary best practices from the RCP and explains how the Plan relates to each of them.

LU-4 Local governments should provide for new housing, consistent with State Housing Element law, to accommodate their share of forecast regional growth.

LU-4.1 Local governments should adopt and implement General Plan Housing Elements that accommodate housing needs identified through the Regional Housing Needs Assessment (RHNA) process. Affordable housing should be provided consistent with RHNA income category distributions adopted for each jurisdiction. To provide housing, especially affordable housing, jurisdictions should leverage existing state programs such as Housing and Community Development's (HCD) Workforce Incentive Program and density bonus law and create local incentives (e.g., housing trust funds, inclusionary zoning, tax-increment-financing districts in redevelopment areas and transit villages) and partnerships with non-governmental stakeholders.

The 2021-2029 Housing Element that is part of the proposed Project continues the City's focus on maintenance of its housing stock, and continues programs designed to increase homeownership in the community, as well as to provide incentives for the development of affordable housing. The City will also continue to pursue other programs geared toward meeting the needs of lower-income households and special-needs populations. The Housing Element identifies housing needs in the City and sets forth policies to guide future housing development consistent with General Plan goals and

policies. The City submitted the 2021-2029 Housing Element that is part of the Plan to HCD. HCD reports the adopted housing element is in full compliance with State Housing Element Law on July 11, 2022 (HCD 2022).

Table 4.11-2 reproduces Table 5.1 from page 87 of the 2021-2029 Housing Element, which indicates there are adequate land inventory sites to accommodate the City’s RHNA allocation of 5,186 units by 2029. Future RHNA planning cycles will require the City to update its Housing Element for the post-2029 period. Future Housing Element updates through the year 2040 are subject to subsequent CEQA review and beyond the scope of this EIR.

Table 4.11-2 Comparison of Sites Inventory and RHNA

| | Lower Income | Moderate Income | Above Moderate Income | Total |
|-------------------------------------|--------------|-----------------|-----------------------|-------|
| RHNA | 2021 | 777 | 2,388 | 5,186 |
| Accessory Dwelling Unit Development | | | 56 | 56 |
| Land Inventory Sub Total | 2031 | 860 | 2,887 | 5,778 |
| Surplus | +10 | +83 | +499 | +536 |

Source: City of Montebello Housing Element 2021

Additionally, there are other applicable RCP policies that are related to the proposed Project.

LU-6.1 Local governments should take a comprehensive approach to updating their general plans, keeping general plans up-to-date and providing progress reports on updates and implementation, as required by law.

The proposed Project includes a full update of the City’s current General Plan. All elements of the City’s General Plan are being updated as part of the proposed Project.

LU-4.1 Local governments should adapt and implement General Plan Housing Elements that accommodate housing needs identified through the RHNA process. Affordable housing should be provided consistent with RHNA income category distributions adopted for each jurisdiction. To provide housing, especially affordable housing, jurisdictions should leverage existing State programs such as HCD’s Workforce Incentive Program and density bonus law and create local incentives (e.g., housing trust funds, inclusionary zoning, tax-increment-financing districts in redevelopment and transit villages) and partnerships with non-governmental stakeholders.

LU-6.4 Local governments and subregional organizations should develop adaptive reuse ordinances and other programs that will enable the conversion of vacant or aging commercial, office, and some industrial properties to housing and mixed-use with housing.

As stated in Chapter 5, “Resources and Opportunities” of the 2021-2029 Montebello Housing Element, several areas have been identified to accommodate its RHNA obligation and facilitate the development of new housing and the City is focused on strategically identifying infill opportunities in appropriate locations. Approximately 1,523 residential units can be accommodated on sites zoned appropriately for residential use, 3,062 on opportunity sites, and 312 pipeline units are currently not zoned for residential uses and would comply with all by-right development review provisions. Each site has the capacity to accommodate at least 16 units and will be available for development in the planning period where water, sewer, and dry utilities can be provided. This

focus on infill development in the 2021-2029 Housing Element is consistent with the rest of the proposed General Plan Update. As explained in Section 2.3.6, *Key Concepts of the Vision* of this EIR, the General Plan envisions a Montebello that supports and encourages highly productive and efficient land use through green infrastructure and establishing Downtown as a pedestrian friendly area. New development under the Plan would result from re-use of properties, conversion of uses in response to market demand (e.g., select industrial to commercial), and more intense use of land in defined areas (focus areas).

The following policies from the City's 2021-2029 Housing Element are consistent with RCP voluntary best practices LU-4.1 and LU 6.4 because the City is taking measures to accommodate housing needs identified through the RHNA and to provide affordable housing through incentives and density bonus law. The City is also identifying and facilitating affordable housing in high resource areas to promote equity. The following policies provided in the Housing Element of the proposed General Plan Update include the following to accommodate affordable housing:

- P 1.4 The City shall continue to conserve existing affordable housing for lower income renters through continuation of rent subsidies, encouraging landowners to extend Section 8 contracts, and encouraging the use of rehabilitation programs.**
- P 3.1 Through Inclusionary Housing requirements and Density Bonus incentive, the City will facilitate development of affordable housing within high resources areas.**
- P 3.2 Through General Plan update, development of Downtown Montebello Specific Plan, and Parks Master Plan, the City will expand transit, parks and open spaces, public facilities, and jobs to underserved areas of the City so existing and new housing units in these areas will also have access to higher degree of resources.**
- P 3.4 The City will avoid displacement of low-income households and where necessary, ensure that it is carried out in an equitable manner.**

SCAG 2020 RTP/SCS

The RTP/SCS is a planning and strategy document with a focus on integrating major regional transportation infrastructure investments with land use planning. In the case of cities like Montebello that are fully developed and largely continuing their existing land uses, development patterns, and transportation infrastructure, the RTP/SCS largely incorporates local land use plans provided to SCAG by local jurisdictions during development of the SCS/RTP.

The 2020 RTP/SCS has foundational policies, which are intended guide the development of member jurisdictions' land use strategies. They include:

1. Identify regional strategic areas for infill and investment
2. Structure the plan on a three-tiered system of centers development
3. Develop "Complete Communities"
4. Develop nodes on a corridor
5. Plan for additional housing and jobs near transit
6. Plan for changing demand in types of housing
7. Continue to protect stable, existing single-family areas
8. Ensure adequate access to open space and preservation of habitat
9. Incorporate local input and feedback on future growth

The proposed Project is consistent with these policies for the following reasons.

- Foundational Policy 1: Montebello is an urbanized community, and any future development will represent infill and reinvestment in the City. Furthermore, the proposed Project targets future growth to focus areas that offer unique characteristics and opportunities to transition over time with adjustments in land use, beautification, and place-making.
- Foundational Policies 2, 4, and 5: The proposed Project proposes focus areas and activity nodes to help shape and distribute new development. These focus areas would encourage new development near transit, or “nodes on a corridor,” as suggested by foundational Policy 4.
- Foundational Policy 3: The 2020 RTP/SCS states that it supports the creation of mixed-use “complete communities” through a concentration of activities with housing, employment, and a mix of retail and services, near each other. The proposed Project encourages new development in geographically compact focus areas, which would encourage these concentrations of different uses near each other.
- Foundational Policy 6: The proposed Project would accommodate future housing demand patterns, in which most new housing is expected to be multi-family housing and average household size is expected to decrease. See Chapter 4.14, *Population and Housing*, for further explanation of these trends and how they would be accommodated by the proposed Project.
- Foundational Policy 7: The proposed Project does not involve a major local land use plan change compared to the land use plan provided to SCAG and would continue the general pattern of the Plan Area’s existing land uses, with emphases on improving the livability and pedestrian-level appeal of existing corridors and commercial clusters, largely preserving existing residential neighborhoods and supporting gradual market-initiated redevelopment of underutilized and obsolete properties.
- Foundational Policy 8: The proposed Project emphasizes bicycle connections and pedestrian-oriented focus areas, increasing access to open space. It also helps preserve open space by accommodating future growth through infill development rather than “greenfield” development.
- Foundational Policy 9: The proposed Project was developed through a process that included extensive public outreach and involvement.

The proposed Project is therefore consistent with SCAG’S 2020 RTP/SCS and this impact would be less than significant.

As demonstrated throughout this impact discussion, implementation of the proposed Project would be generally consistent with applicable adopted plans, regulations, or policies. Therefore, impacts associated with potential inconsistencies with such plans would be less than significant.

Downtown Montebello Specific Plan

The proposed Project includes the proposed Downtown Montebello Specific Plan. The standards of this specific plan are more specific than the underlying zoning requirements for this area and define the permitted land uses and development standards for the unique characteristics of the specific plan area.

State law requires all areas and specific plans to be consistent with the general plan. As with the development standards that will be adopted with the proposed General Plan Update, the statutes allow a “reasonable” time for these modifications, which the courts have generally interpreted to be one year from the date of General Plan adoption. Because specific plans are typically designed to

refine the uses set forth in the General Plan and provide further guidance for development in the area, and because the City's specific plans were taken into account when developing the proposed General Plan Update, no conflicts are expected between the Downtown Montebello Specific Plan and the proposed General Plan Update.

Mitigation Measures

Implementation of policies and actions from the proposed General Plan Update, including SCAG's RCP and RTP/SCS, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.

Cumulative Impacts

The cumulative impacts assessment for land use and planning evaluates the potential for cumulative projects to conflict with land use plans and policies in such a way that the environmental impact of these conflicts when combined with impacts of the proposed project would be significant. The cumulative impacts assessment area consists of the City of Montebello (the Plan Area). This is an appropriate geographic scope for the cumulative analysis because the Plan Area occurs entirely within these areas and therefore cannot possibly conflict with land use plans and policies of jurisdictions outside Montebello.

Due to the programmatic nature of the proposed Project, a project-level analysis of land use impacts is not feasible. The cumulative analysis of land use and planning impacts uses development carried out under the proposed Project as a guide. The cumulative impacts of the proposed Project would not physically divide established neighborhoods and communities, because there are no linear infrastructure projects, such as new freeways, which present barriers to crossing or buried gas pipeline, which are often fenced and prohibit movement. The proposed Project facilitates infill and strategic development that grows alongside existing land uses. The proposed Project contains goals and policies that support a connected network of pedestrian and bicycle facilities that connects neighborhoods and communities in Montebello. Because the proposed Project would not divide established neighborhoods or communities and would connect cumulative projects with established neighborhoods or communities, it would not cumulatively contribute to impacts associated with dividing communities.

As discussed in this section of the EIR, the proposed Project is consistent with SCAG's regional policies including those in the 2020 RTP/SCS. These SCAG policies in turn apply to local jurisdictions throughout the SCAG region and address the cumulative land use and planning impacts of future development across the region. Accordingly, the cumulative impact would be less than significant. The impact of the proposed Project would not be cumulatively considerable.

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4.12 Mineral Resources

This section analyzes the potential physical environmental effects of implementation of the proposed Project related to mineral resources. Data used to prepare this section was obtained from the California Department of Conservation (DOC), the California Geological Survey (CGS), and other sources.

4.12.1 Environmental Setting

The Plan Area is in the northern part of the Peninsular Ranges geomorphic province of California. The Peninsular Ranges are a series of ranges separated by northwest trending valleys, subparallel to faults branching from the San Andreas Fault. The trend of topography is similar to the Coast Ranges (northwest trend), but the geology is more like the Sierra Nevada, with granitic rock intruding the older metamorphic rocks. The Peninsular Ranges extend into lower-California and are bound on the east by the Colorado Desert. This province includes the Los Angeles Basin and the southern Channel Islands (Santa Catalina, Santa Barbara, and the distinctly terraced San Clemente and San Nicolas islands), together with the surrounding continental shelf (cut by deep submarine fault troughs) (CGS 2002).

The Plan Area is part of a mineral land classification for Portland cement concrete-grade aggregate in the San Gabriel Valley production-consumption region (P-C Region) in Los Angeles County totaling 45,092 acres. There are 1,872 million tons of PCC-Grade Aggregate resources and 328 million tons that are classified as reserves in the San Gabriel Valley production consumption region, the estimated depletion date of which is 2028 (CGS 2010).

The CGS, formerly the California Division of Mines and Geology (DMG), classifies the regional significance of mineral resources in accordance with the California Surface Mining and Reclamation Act (SMARA) of 1975 and assists the CGS in the designation of lands containing significant aggregate resources. The following Mineral Resource Zones (MRZs) have been designated to indicate the significance of mineral deposits (CDMG 2023):

- MRZ-1: Areas where adequate geologic information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence
- MRZ-2a: Areas underlain by mineral deposits where geologic data show that significant measured or indicated resources are present
- MRZ-2b: Areas underlain by mineral deposits where geologic information indicates that significant inferred resources are present
- MRZ-3a: Areas containing known mineral deposits that may qualify as mineral resources
- MRZ-3b: Areas containing inferred mineral deposits that may qualify as mineral resources
- MRZ-4: Areas where geologic information does not rule out either the presence or absence of mineral resources

According to the CGS 2010 Special Report 209, Table 1, there are no active mines, PCC-grade aggregate, or MRZ-2 land in the Plan Area.

4.12.2 Regulatory Framework

Regulations on mining and mineral resources consist of a mix of federal, State, and local regulations and legislation depending on where development/land is located.

a. Federal

The federal laws that work to regulate mining are the National Environmental Policy Act; Clean Air Act (CAA); Resource Conservation and Recovery Act; Clean Water Act; Toxic Substances Control Act; and the Comprehensive Environmental Response, Compensation, and Liability Act, also known as Superfund.

b. State

Under California's Surface Mining and Reclamation Act of 1975 (SMARA), a geologist is required to identify MRZs based on the known or predicted mineral resources of that area to assist in the protection and developmental uses of mineral resources in the state. These MRZs can be found on maps and reports through the SMARA Mineral Land Classification page on the DOC website (COC 2022). As discussed in Section 4.12.1, *Environmental Setting*, there are no active mines, PCC-grade aggregate, nor MRZ-2 land in the Plan Area.

4.12.3 Impact Analysis

a. Methodology and Significance Thresholds

According to CEQA Guidelines Appendix G, impacts related to mineral resources would be potentially significant if implementation of the proposed Project would do either of the following:

1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state
2. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan

b. Project and Cumulative Impacts

Threshold 1: Would the proposed Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Threshold 2: Would the proposed Project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Impact MIN-1 THE PROPOSED PROJECT WOULD ACCOMMODATE NEW DEVELOPMENT IN AN AREA WHERE NO SIGNIFICANT MINERAL RESOURCES EXIST, THEREFORE THERE WOULD BE NO IMPACTS TO MINERAL RESOURCES.

According to the California Geological Study, the Plan Area does not have active mines, PCC-grade aggregate, nor MRZ-2 land, which indicates that significant, known, accessible mineral resources are not present. The Plan Area is highly urbanized. Access to mineral resources in this area is therefore constrained to the point where, even if present, mineral resources would be effectively unavailable. Most new development carried out under the proposed Project would be adaptive reuse or infill

projects, and the proposed Project would not substantially increase loss of access to any known valuable mineral resources or locally important mineral resources in the Plan Area. Therefore, there would be no impact on access to a known valuable mineral resource or locally important mineral resource in the Plan Area.

Mitigation Measures

There would be no impact with implementation of the proposed Project, so no mitigation is required.

Cumulative Impacts

By its nature, a general plan considers cumulative impacts insofar as it considers cumulative development that could occur within the Plan Area. Mineral resources are finite and demand for them extends beyond the Plan Area. There may be other projects within the region that have the potential to result in impacts to known valuable or locally important mineral resources, however, these individual projects would be assessed independently (and cumulatively) for potential impacts to mineral resources and would be required to implement mitigation in accordance with any applicable state and local policies. Because the proposed Project would not directly or indirectly impact mineral resources, it would not contribute to cumulative impacts to these resources and the proposed Project would not result in a cumulatively considerable impacts to mineral resources.

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4.13 Noise

This section describes existing ambient noise conditions in the Plan Area and analyzes the potential noise-related impacts from implementation of the Plan. Impacts related to noise and vibration from construction, operational sources, and vehicular traffic are addressed. The analysis is based on the policies from the proposed General Plan Update, the 2017 Noise Element of Montebello’s currently adopted General Plan, and the City of Montebello Municipal Code.

4.13.1 Environmental Setting

Overview of Noise and Vibration

Characteristics of Noise

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (Caltrans 2013). Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz and less sensitive to frequencies around and below 100 Hertz. Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of roadway vehicle volume, would increase the noise level by 3 dBA; reducing the energy in half would result in a 3 dBA decrease (Crocker 2007). Table 4.13-1 shows some representative noise sources and their corresponding noise levels in dBA.

Table 4.13-1 Typical A-Weighted Noise Levels

| Indoor Noise Source | Noise Level (dBA) | Outdoor Noise Sources |
|--------------------------------------|-------------------|---------------------------------|
| (Threshold of Hearing in Laboratory) | 0 | – |
| Library | 30 | Quiet Rural Nighttime |
| Refrigerator Humming | 40 | Quiet Suburban Nighttime |
| Quiet Office | 50 | Quiet Urban Daytime |
| Normal Conversation at 3 feet | 60 | Normal Conversation at 3 feet |
| Vacuum Cleaner at 10 feet | 70 | Gas Lawn Mower at 100 feet |
| Hair Dryer at 1 foot | 80 | Freight Train at 50 feet |
| Food Blender at 3 feet | 90 | Heavy-duty Truck at 50 feet |
| Inside Subway Train (New York) | 100 | Jet Takeoff at 2,000 feet |
| Smoke Detector Alarm at 3 feet | 110 | Unmuffled Motorcycle |
| Rock Band near stage | 120 | Chainsaw at 3 feet |
| – | 130 | Military Jet Takeoff at 50 feet |
| – | 140 | (Threshold of Pain) |

Source: Data compiled by Rincon in 2022.

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not “sound twice as loud” as one source. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increase or decrease (i.e., twice the sound energy); that a change of 5 dBA is readily perceptible; and that an increase (or decrease) of 10 dBA sounds twice (or half) as loud.

Sound changes in both level and frequency spectrum as it travels from the source to the receptor. The most obvious change is the decrease in level as the distance from the source increases. The manner in which noise reduces with distance depends on factors such as the type of sources (e.g., point or line, the path the sound will travel, site conditions, and obstructions). Noise levels from a point source typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance (e.g., construction, industrial machinery, ventilation units). Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance. The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site, such as a parking lot or smooth body of water, receives no additional ground attenuation and the changes in noise levels with distance (drop-off rate) result from simply the geometric spreading of the source. An additional ground attenuation value of 1.5 dBA per doubling of distance applies to a soft site (e.g., soft dirt, grass, or scattered bushes and trees). Noise levels may also be reduced by intervening structures. The amount of attenuation provided by this “shielding” depends on the size of the object and the frequencies of the noise levels. Natural terrain features such as hills and dense woods, and man-made features such as buildings and walls, can substantially alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5-dBA reduction in source noise levels at the receptor (FHWA 2011). Structures can substantially reduce exposure to noise as well. The FHWA’s guidelines indicate that modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows.

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important factors of noise impact. Most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. One of the most frequently used noise metrics is the equivalent noise level (L_{eq}); it considers both duration and sound power level. L_{eq} is defined as the single steady A-weighted level equivalent to the same amount of energy as that contained in the actual fluctuating levels over time. Typically, L_{eq} is summed over a one-hour period. L_{max} is the highest root mean squared (RMS) sound pressure level within the sampling period, and L_{min} is the lowest RMS sound pressure level within the measuring period.

Noise that occurs at night tends to be more disturbing than that occurring during the day. Community noise is usually measured using Day-Night Average Level (L_{dn}), which is the 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours; it is also measured using Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. Noise levels described by L_{dn} and CNEL usually differ by about 1 dBA or less. The relationship between the peak-hour L_{eq} value and the L_{dn} /CNEL depends on the distribution of roadway noise during the day, evening, and night. Quiet suburban areas typically have CNEL noise levels in the range of 40 to 50 dBA, while areas near arterial streets are in the 50 to 60-plus CNEL range. Normal conversational levels are in the 60 to 65-dBA L_{eq} range; ambient noise levels greater than 65 dBA L_{eq} can interrupt conversations (FTA 2018). Table 4.13-2 briefly defines measurement descriptors and other sound terminology used in this section.

Table 4.13-2 Sound Terminology

| Term | Definition |
|--|--|
| Sound | A vibratory disturbance created by a vibrating object which, when transmitted by pressure waves through a medium such as air, can be detected by a receiving mechanism such as the human ear or a microphone. |
| Noise | Sound that is loud, unpleasant, unexpected, or otherwise undesirable. |
| Ambient Noise | The composite of noise from all sources near and far in a given environment. |
| Decibel (dB) | A unitless measure of sound on a logarithmic scale, which represents the squared ratio of sound-pressure amplitude to a reference sound pressure. The reference pressure is 20 micropascals, representing the threshold of human hearing (0 dB). |
| A-Weighted Decibel (dBA) | An overall frequency-weighted sound level that approximates the frequency response of the human ear. |
| Equivalent Noise Level (L_{eq}) | The average sound energy occurring over a specified time period. In effect, L_{eq} is the steady-state sound level that in a stated period would contain the same acoustical energy as the time-varying sound that actually occurs during the same period. |
| Ambient Noise | The composite of noise from all sources near and far in a given environment. |
| Maximum and Minimum Noise Levels (L_{max} and L_{min}) | The maximum or minimum instantaneous sound level measured during a measurement period. |
| Day-Night Level (DNL or L_{dn}) | The energy average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the A-weighted sound levels occurring between 10:00 p.m. and 7:00 a.m. (nighttime). |
| Community Noise Equivalent Level (CNEL) | The energy average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added to the A-weighted sound levels occurring between 7:00 p.m. and 10:00 p.m. and 10 dB added to the A-weighted sound levels occurring between 10:00 p.m. and 7:00 a.m. |

Source: Data compiled by Rincon in 2022.

Characteristics of Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of Hertz. The frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most groundborne vibrations that can be felt by the human body is from a low of less than 1 Hertz up to a high of about 200 Hertz (Crocker 2007). Typically, groundborne vibration generated by human activities attenuates rapidly with distance from the source of the vibration.

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise. Groundborne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hertz), or when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (FTA 2018).

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High-frequency vibrations diminish much more rapidly than low frequencies, so low frequencies tend to dominate the spectrum at large distances from the source. Discontinuities in the soil strata can also cause diffractions or channeling effects that affect

the propagation of vibration over long distances (Caltrans 2020). When a building is impacted by vibration, a ground-to-foundation coupling loss will usually reduce the overall vibration level. However, under rare circumstances, the ground-to-foundation coupling may amplify the vibration level due to structural resonances of the floors and walls.

Vibration amplitudes are usually expressed in peak particle velocity (PPV). The PPV is normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration and other construction activity because it is related to the stresses that are experienced by buildings (Caltrans 2020). Table 4.13-3 summarizes the vibration damage criteria recommended by the FTA for evaluating the potential for architectural damage to buildings.

Table 4.13-3 Criteria for Vibration Damage Potential

| Building Category | PPV (in/sec) |
|---|--------------|
| I. Reinforced concrete, steel, or timber (no plaster) | 0.5 |
| II. Engineered concrete and masonry (no plaster) | 0.3 |
| III. Non-engineered timber and masonry buildings | 0.2 |
| IV. Buildings extremely susceptible to vibration damage | 0.12 |

in/sec = inches per second; PPV = peak particle velocity

Source: Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment*. November. Available at: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf (accessed June 2023).

Noise-Sensitive Land Uses

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Noise-sensitive land uses are typically defined as single and multi-family residential; hotels and motels; group homes, hospital and extended medical facilities; churches; schools and other learning institutions; and libraries. Sensitive land uses generally should not be subjected to noise levels that would be considered intrusive in character.

Noise-sensitive land uses are located throughout the City of Montebello, as it is a predominantly residential city. Montebello (the Plan Area) also includes noise-sensitive land uses such as hotels and motels; group homes; churches; schools and other learning institutions; and libraries.

a. Existing Noise Conditions and Sources

The predominant source of noise in the Plan Area, as in most communities, is motor vehicles. Motor vehicle noise is characterized by a high number of individual events that can create a sustained noise level in proximity to noise-sensitive uses. Roadways with the highest roadway vehicle volumes and speeds produce the highest noise levels. The roadways in Montebello with the highest roadway vehicle volumes and, thus, the highest noise levels are SR-60, I-5, N. Montebello Boulevard, N. Garfield Avenue, W. Beverly Boulevard, Whittier Boulevard and E. Washington Boulevard. Table 4.13-4 provides existing roadway vehicle noise along roadways in the Plan Area.

Table 4.13-4 Existing Roadway Vehicle Noise Along Roadway Segments

| Roadway Segment | Existing ADT | Existing Roadway Vehicle Noise Level at 50 feet (dBA CNEL) |
|---|--------------|--|
| Garfield Avenue - Between Via Campo and Via Paseo | 28,833 | 69.5 |
| Beverly Boulevard - Between Vail Avenue and Greenwood Avenue | 31,405 | 73.6 |
| Whittier Boulevard - Between Vail Avenue and Greenwood Avenue | 22,976 | 70.0 |
| Wilcox Avenue - Between Beverly Boulevard and Whittier Boulevard | 11,635 | 66.2 |
| Mines Avenue - Between Vail Avenue and Greenwood Avenue | 5,252 | 64.2 |
| Washington Boulevard - Between Vail Avenue and Greenwood Avenue | 33,116 | 75.0 |
| Greenwood Avenue - Between Union Street and Oakwood Street | 21,255 | 72.2 |
| Telegraph Road - West of Greenwood Avenue | 24,388 | 73.9 |
| Montebello Boulevard - Between Avenida De La Merced and Liberty Avenue | 29,461 | 73.6 |
| Montebello Boulevard - Between Beverly Boulevard and Whittier Boulevard | 24,405 | 71.6 |
| Montebello Boulevard - South of Olympic Boulevard | 19,018 | 71.7 |
| Whittier Boulevard - Between Montebello Boulevard and Poplar Avenue | 22,559 | 70.6 |
| Lincoln Avenue - North of Avenida De La Merced | 6,810 | 63.8 |
| Poplar Avenue - Between Beverly Boulevard and Whittier Boulevard | 4,275 | 61.8 |

ADT = average daily trips

Source: Data provided by Kittelson & Associates, 2023.

Figure 4.13-1 shows the existing 60, 65, and 70 dBA CNEL noise contours from roadways and highways in the Plan Area.

Airport noise associated with San Gabriel Valley Airport operations is an additional noise source in the Plan Area. The San Gabriel Valley Airport is located approximately 4 miles to the northeast of the Plan Area, with flightpaths from the airport’s northern and southern runway not being located over the Plan Area. Aircraft following these flightpaths would not generate substantial noise over the Plan Area. The airport influence area extends approximately 2 miles from the runway and do not include the Plan Area.

Metrolink and freight trains are another source of noise in the Plan Area, since Metrolink and freight lines run through the Plan Area. Day-night average noise levels vary throughout the Plan Area depending on the number of trains per day along a given rail line, the timing and duration of train pass-by events, and whether or not trains must sound their warning whistles near “at-grade” crossings. Noise levels commonly range from 65 to 75 dBA CNEL at land uses adjoining a railroad right-of-way. When trains approach a passenger station or at-grade crossing, they are required to sound their warning whistle within a quarter mile. Train warning whistles typically generate maximum noise levels of 105 to 110 dBA at 100 feet. The day-night average noise level at locations immediately adjacent to at-grade crossings and exposed to multiple train pass-by events per day can exceed 80 dBA Ldn/CNEL. Additionally, the Plan Area is not located in a “quiet zone” as determined by the Federal Railroad Administration (FRA 2022).

To determine ambient noise levels in the Plan Area, with a particular focus on the Downtown Montebello Specific Plan Area, four 15-minute sound level measurements were taken using an

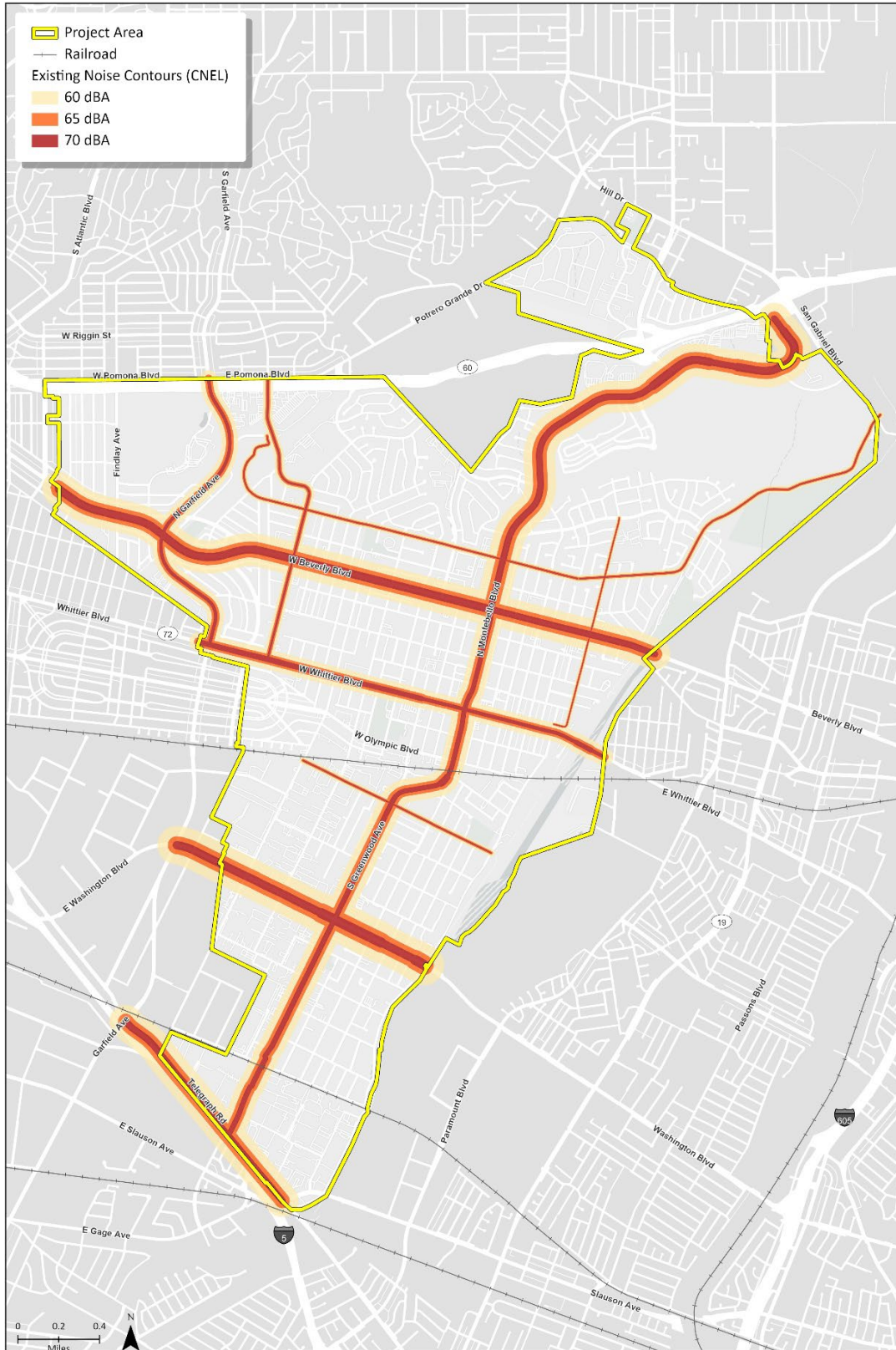
Extech ANSI Type II sound level meter with an A-weighted slow-response meter setting. The meter was placed 5 feet above ground level and away from reflective surfaces. The meter was calibrated before and after the measurements. Measurements were conducted during the afternoon peak hours between 3:30 p.m. and 5:04 p.m. on Thursday, June 8, 2023. Shown in Figure 4.13-2, short-term (ST) noise measurement locations ST-1 through ST-4 were selected to capture the ambient noise environment in the area surveyed, which result mostly from traffic on N. Montebello Boulevard, Whittier Boulevard, and the surrounding streets. The results of the measurements are shown in Table 4.13-5.

Table 4.13-5 Short-Term Noise Level Measurement Results

| Measurement Location | Measurement Location | Sample Times | Approximate Distance to Primary Noise Source or Project Site | L _{eq} (dBA) | L _{min} (dBA) | L _{max} (dBA) |
|----------------------|--|------------------|--|-----------------------|------------------------|------------------------|
| ST 1 | East side of N. Montebello Blvd, outside Casa La Merced Senior Apartments | 3:30 – 3:45 p.m. | Approximately 15 feet from N. Montebello Blvd | 69.2 | 51.4 | 80.4 |
| ST 2 | West side of Montebello Blvd, outside Montebello Unified School District. | 3:57 – 4:12 p.m. | Approximately 15 feet from Montebello Blvd | 68.6 | 51.9 | 78.9 |
| ST 3 | North side of W. Whittier Blvd, near corner of Whittier Blvd, and N. 6 th Street. | 4:20 – 4:35 p.m. | Approximately 15 feet from W. Whittier Blvd | 72.3 | 53.7 | 88.7 |
| ST-4 | 125 N. Poplar Avenue | 4:49 – 5:04 p.m. | Approximately 360 feet north of E. Whittier Blvd | 60.8 | 46.0 | 75.3 |

dBA = A-weighted decibels; L_{eq} = equivalent noise level; L_{min} = minimum noise level, L_{max} = maximum noise level

Figure 4.13-1 Existing Roadway Vehicle Noise Contours



Basemap provided by Esri, 2023.
Additional data provided by County of Los Angeles, 2023.

19-08939 EPS
Fig X Existing Noise Contours

Figure 4.13-2 Approximate Noise Monitoring Locations



4.13.2 Regulatory Framework

Federal Regulations

Department of Housing and Urban Development

The federal Department of Housing and Urban Development (HUD) sets environmental criteria and standards in Title 24 of the Code of Federal Regulations (CFR), Part 51. New construction proposed in areas that exceed 65 dBA L_{dn} must incorporate noise attenuation features to maintain interior noise levels at 45 dBA L_{dn} . Development in areas exceeding 65 dBA L_{dn} requires further attenuation features. In general, the HUD regulations match the California state regulations discussed below.

Federal Transit Administration

The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction in their *Transit and Noise Vibration Impact Assessment Manual* (FTA 2018). For residential uses, the daytime noise threshold is 80 dBA L_{eq} for an 8-hour period.

Occupational Health and Safety Administration

The federal government regulates occupational noise exposure common in the workplace through the Occupational Health and Safety Administration (OSHA) under the EPA. Noise limitations would apply to the operation of construction equipment and could also apply to any proposed industrial land uses. Noise exposure of this type is dependent on work conditions and is addressed through a facility's Health and Safety Plan, as required under OSHA, and is not addressed further in this analysis.

Federal Aviation Administration

The Federal Aviation Administration (FAA) enforces Title 14, Part 150 of the CFR, which governs airport noise compatibility programs and identifies land uses that are normally compatible with various levels of noise exposure. The FAA has determined that sound levels up to 45 dB CNEL are acceptable within residential buildings. As discussed in Section 4.13.2, *Environmental Setting*, noise contours from the San Gabriel Valley Airport do not extend into the Plan Area.

State Regulations

California General Plan Guidelines

State law requires general plans to include a Noise Element (or equivalent content) under Government Code Section 65302(f). The California General Plan Guidelines, published by the Governor's Office of Planning and Research, indicate acceptable, specific land use types in areas with specific noise exposure. The guidelines also offer adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution. These guidelines are advisory, and local jurisdictions have the authority to set specific noise standards based on local conditions.

California Building Code

California Code of Regulations Title 24, Building Standards Administrative Code, Part 2, Chapter 12, and the California Building Code codify the State noise insulation standards. These noise standards apply to new construction in California to control interior noise levels as they are affected by exterior noise sources and interior noise sources from separate areas. The regulations specify that interior noise levels shall not exceed 45 dB CNEL/ L_{dn} in any habitable room, as well as specifying sound transmission class requirements for walls, floors, and ceilings around sleeping units.

California Green Building Code

California Green Building Standards Code 2019 (CALGreen) Section 5.507.4, Acoustical Control, regulates construction of non-residential uses within the 65 dBA CNEL/ L_{dn} contour of an airport, freeway, expressway, railroad, industrial noise source, or other fixed source. According to Section 5.507.4.1.1 “buildings exposed to a noise level of 65 dB $L_{eq}(1\text{-hr})$ during any hour of operation shall employ sound-resistant assemblies as determined by a prescriptive method (CALGreen Section 5.507.4.1) or performance method (CALGreen Section 5.507.4.2).

Projects may demonstrate compliance through the prescriptive method if wall and roof-ceiling assemblies exposed to the noise source meet a composite sound transmission class (STC) rating of at least 50 or a composite outdoor/indoor transmission class (OITC) rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30. Projects may demonstrate compliance through the performance method if wall and roof-ceiling assemblies exposed to the noise source are constructed to provide an interior noise environment that does not exceed 50 dB L_{eq-1Hr} in occupied areas during hours of operations.

California Airport Noise Standards

California Code of Regulations Title 21, Subchapter 6, Airport Noise Standards, establishes 65 dBA CNEL as the acceptable level of aircraft noise for persons living in the vicinity of airports. Noise-sensitive land uses are generally incompatible in locations where the aircraft exterior noise level exceeds 65 dBA CNEL. This standard remains unless an aviation easement for aircraft noise has been acquired by the airport proprietor, or the residence is a high-rise with an interior CNEL of 45 dBA or less in all habitable rooms. Assembly Bill (AB) 2776 requires any person who intends to sell or lease residential properties in an airport influence area to disclose that fact to the person buying the property.

Local Regulations

Montebello General Plan

As shown in Table 4.13-6, the current Montebello General Plan contains land use compatibility categories for community noise exposure, noise contour maps, and policies related to noise, but the categories for noise exposure, noise contour maps, and policies would be replaced by the proposed General Plan Update.

Table 4.13-6 Land Use Compatibility for Community Noise Environments

| Land Use Category | Community Noise Exposure (Ldn or DNL, dBA) | | | |
|---|--|--------------------------|-----------------------|----------------------|
| | Normally Acceptable | Conditionally Acceptable | Normally Unacceptable | Clearly Unacceptable |
| Residential – Low Density Single Family, Duplex, Mobile Homes | 55-65 | 65-75 | 75-80 | >80 |
| Residential – Multi-Family | 55-65 | 65-75 | 75-80 | >80 |
| Transient Lodging – Motels, Hotels | 55-65 | 65-75 | 75-85 | >85 |
| Schools, Libraries, Churches, Hospitals, Nursing Homes | 55-65 | 65-75 | 75-85 | >85 |
| Auditoriums, Concerts, Halls, Amphitheaters | – | 55-75 | – | >75 |
| Sports Area, Outdoor Spectator Sports | – | 50-80 | – | >80 |
| Playgrounds, Neighborhood Parks | 50-75 | – | 75-80 | >80 |
| Golf Courses, Riding Stables, Water Recreation, Cemeteries | 55-80 | – | 80-85 | >85 |
| Office Buildings, Businesses Commercial and Professional | 55-75 | 75-80 | >80 | – |
| Industrial, Manufacturing Utilities, Agriculture | 50-80 | 80-85 | >85 | – |

Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable: New construction or development should not be undertaken.

dBA = A-weighted sound pressure level; DNL = Day-Night Average Level
Source: City of Montebello General Plan, 2017.

Montebello Municipal Code

Chapter 17.22.110 of the Montebello Municipal Code contains the City’s noise level standards. Relevant sections in the noise ordinance include the following:

- **Chapter 17.10, Section 17.10.170.: Development standards – Screening of mechanical equipment, utilities and activity areas.**
 - A All mechanical equipment shall be completely enclosed or screened.
 - C Satellite dish antenna as well as heating and air conditioning equipment, pumphouses for swimming pools, utility meters, elevator returns, and so forth, shall be considered "mechanical equipment."

Chapter 9.08, Section 9.08.050.: Loud and raucous noise: The following acts, among others, are declared to be loud or raucous noises but the enumeration shall not be deemed to be exclusive:

- Construction or Repairing of Real Property. Noise sources associated with construction, demolition, grading, repair or remodeling of any real property other than between the hours of 7:00 a.m. and 8:00 p.m. on weekdays (Monday through Friday), and 9:00 a.m. to 6:00 p.m. on Saturdays, Sundays and legal holidays, except in the case of an emergency where such action is

immediately required to prevent injuries to persons or damage to property as determined by the director of building and safety or his designated representative.

Chapter 17.22 of the City of Montebello Municipal Code includes maximum noise standards by zoning district. Relevant sections include the following:

- **Chapter 17.22, Section 17.22.110: Development standards – Noise.**

Every use shall be so operated that the noise inherent and recurrently generated does not exceed the following levels at the lot line of the lot on which the use is located (see Table 4.13-7).

Table 4.13-7 Maximum Noise Standards by Zoning District

| Adjacent Zone | Maximum Noise Level (7 a.m. – 10 p.m.) (dBA L_{eq}) | Maximum Noise Level (10 p.m. – 7 a.m.) (dBA L_{eq}) |
|---------------|---|---|
| Residential | 65 | 60 |
| Commercial | 70 | 70 |
| Industrial | 75 | 75 |

Note: Every use in the C-R and C-1 zones shall be so operated that the noise inherently and recurrently generated does not exceed sixty dBA between seven a.m. and nine p.m. and fifty-five dBA between ten p.m. and seven a.m. when adjacent to a residential zone.
Source: Chapter 17.22, Section 17.22.110, City of Montebello Municipal Code

4.13.3 Impact Analysis

Significance Criteria

The City of Montebello utilizes the following 2023 *CEQA Guidelines* Appendix G significance criteria questions related to Noise.

Would the proposed Project do any of the following:

- a) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b) Generate excessive groundborne vibration or groundborne noise levels?
- c) If located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels?

Methodology

Construction Noise

Construction noise levels that could occur with implementation of the proposed Project are based on reference noise levels published by the FTA.

Stationary On-Site Operational Noise

Stationary noise sources (i.e., on-site operational noise) were analyzed in context of typical mechanical equipment on commercial, industrial, residential, and mixed-use development such as heating, ventilation, and air conditioning (HVAC) units.

Mobile Off-site Operational Noise

Roadway vehicle noise levels for the proposed Project were estimated using the FHWA roadway vehicle noise prediction model methodology. Roadway vehicle noise impacts are analyzed based on average daily trip (ADT) roadway volume for existing conditions and the amount of growth expected under the proposed Project, as well as data regarding speeds and number of lanes. The FHWA model predicts noise levels through a series of adjustments to a reference sound level. These adjustments account for distances from the roadway, roadway vehicle volumes, vehicle speeds, car/truck mix, number of lanes, and road width.

Groundborne Vibration

Development carried out under the proposed Project would not include substantial vibration sources associated with operation. Construction activities have the greatest potential to generate groundborne vibration affecting nearby noise-sensitive receptors. Construction vibration levels that could occur due to development carried out under the proposed Project are based on reference vibration levels published by the FTA.

Specific Thresholds of Significance

For the purposes of this analysis, the following thresholds of significance are used to evaluate the significance of noise and vibration resulting from implementation of the proposed Project.

Construction Noise

Development carried out under the proposed Project could have a significant impact if temporary construction noise during permitted daytime hours exposed noise-sensitive receivers to significantly adverse noise levels, or if construction noise occurred outside the hours detailed in Municipal Code Section 9.08.050.I. As the City does not define a quantitative construction noise threshold, for purposes of analyzing impacts from construction projects carried out under the proposed Project, the City has determined that the FTA construction criteria are applicable to the proposed Project. The FTA provides reasonable criteria for assessing construction noise impacts based on the potential for adverse community reaction in their *Transit and Noise Vibration Impact Assessment Manual* (FTA 2018). For residential uses, the daytime noise threshold is 80 dBA $L_{eq(8hr)}$ for an 8-hour period. Construction noise would be significant if it exceeds this threshold.

Stationary On-site Operational Noise

Stationary on-site operational noise impacts were analyzed using the City's maximum noise standards for each zoning district as shown in Table 4.13-7 above.

Mobile Off-site Operational Noise

A project normally has a significant effect on the environment related to noise if it substantially increases the ambient noise levels for adjoining areas. Changes of less than 1 dBA are usually indiscernible. Changes of 1 to 3 dBA are detectable under quiet, controlled conditions. Most people can detect changes in sound levels of approximately 3 dBA under normal, quiet conditions. A change of 5 dBA is readily discernible to most people in an exterior environment. Typically, an area with a CNEL above 65 dBA is considered a degraded noise environment for noise sensitive uses. Therefore, less of an increase from roadway noise is allowed. Based on similar criteria from the Federal

Aviation Administration (FAA), the following thresholds of significance are used to assess roadway vehicle noise impacts at sensitive receiver locations:

- Greater than 1.5 dBA CNEL increase for ambient noise environments of 65 dBA CNEL and higher
- Greater than 3 dBA CNEL increase for ambient noise environments of 60-64 dBA CNEL
- Greater than 5 dBA CNEL increase for ambient noise environments of less than 60 dBA CNEL

Exposure to Aircraft Noise

For a plan or project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, if the plan or project exposes people residing or working in the project area to excessive noise levels such as noise levels exceeding normally acceptable noise levels in the General Plan.

Vibration

The City has not adopted a significance threshold to assess vibration impacts during construction and operation. Therefore, criteria from the FTA are used to evaluate potential construction vibration impacts related to potential building damage from construction (FTA 2018). Construction vibration impacts from development would be significant if vibration levels exceed the FTA criteria shown in Table 4.13-3 above.

Impact of the Environment on the Project

As a result of the Supreme Court decision regarding the assessment of the environment's impacts on projects (*California Building Industry Association (CBIA) v. Bay Area Air Quality Management District* (BAAQMD), 62 Cal. 4th 369 (No. S 213478) issued December 17, 2015), it is generally no longer the purview of the CEQA process to evaluate the impact of existing environmental conditions on a proposed project. Therefore, this environmental analysis does not consider the potential impacts of the environment (i.e., existing noise) on the project.

Project and Cumulative Impacts

| |
|--|
| <p>Threshold 1: Would the proposed Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of projects carried out under the proposed Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?</p> |
|--|

Impact N-1 CONSTRUCTION OF INDIVIDUAL PROJECTS CARRIED OUT UNDER THE PROPOSED PROJECT WOULD TEMPORARILY INCREASE NOISE LEVELS, POTENTIALLY AFFECTING NEARBY NOISE-SENSITIVE LAND USES. DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT WOULD ALSO INTRODUCE NEW NOISE SOURCES AND CONTRIBUTE TO INCREASES IN OPERATIONAL NOISE. IMPLEMENTATION OF MITIGATION MEASURE NOI-1 AND THE CONTINUED REGULATION OF NOISE, CONSISTENT WITH THE CITY CODE AND IMPLEMENTATION OF POLICIES FROM THE PROPOSED GENERAL PLAN UPDATE WOULD MINIMIZE DISTURBANCE TO ADJACENT LAND USES. STATIONARY OPERATIONAL AND MOBILE NOISE WOULD NOT EXCEED STANDARDS. HOWEVER, CONSTRUCTION NOISE IMPACTS WOULD BE SIGNIFICANT AND UNAVOIDABLE EVEN WITH MITIGATION.

Construction

Noise from individual construction projects carried out under the proposed Project would temporarily increase noise levels at nearby noise-sensitive receptors. Since project-level details are

not currently available for future projects that would be carried out under the proposed Project, it is not possible to determine exact noise levels, locations, or time periods for construction of such projects, or construction noise at adjacent properties. However, noise estimates for typical construction activities have been provided below.

Construction activities would generate noise from phases such as demolition, site preparation, grading, building construction, and paving activities. Each phase of construction has a specific equipment mix and associated noise characteristics, depending on the equipment used during that phase. Construction noise would typically be higher during the more equipment-intensive phases of initial construction (i.e., demolition, site preparation, and grading work) and would be lower during the later construction phases (i.e., building construction and paving). Table 4.13-8 illustrates typical noise levels associated with construction equipment at a distance of 50 feet and 100 feet from the noise source.

Neither the Montebello Municipal Code nor the proposed Project contain quantitative limits for construction noise. In lieu of City-specific standards, the FTA criteria for assessing construction noise impacts are used. For residential uses, the FTA daytime noise threshold is 80 dBA L_{eq} for an 8-hour period.

Noise would typically drop off at a rate of about 6 dBA per doubling of distance. Therefore, noise levels would be about 6 dBA lower than shown in Table 4.13-8 at 200 feet from the noise source and 12 dBA lower at a distance of 400 feet from the noise source. The construction noise levels shown in Table 4.13-8 may exceed the FTA's daytime noise threshold of 80 dBA L_{eq} for an 8-hour period, depending on the equipment used and the distance in which the equipment is operating compared to noise-sensitive receptors.

Table 4.13-8 Typical Noise Levels for Construction Equipment

| Equipment | Estimated Noise Levels at Nearest Sensitive Receptors (dBA L _{eq}) | |
|---------------------|--|----------|
| | 50 feet | 100 feet |
| Air Compressor | 80 | 74 |
| Backhoe | 80 | 74 |
| Concrete Mixer | 85 | 79 |
| Dozer | 85 | 79 |
| Grader | 85 | 79 |
| Jack Hammer | 88 | 82 |
| Loader | 80 | 74 |
| Paver | 85 | 79 |
| Pile-drive (Impact) | 101 | 95 |
| Pile-driver (Sonic) | 95 | 89 |
| Roller | 85 | 79 |
| Saw | 76 | 70 |
| Scarified | 83 | 77 |
| Scraper | 85 | 79 |
| Truck | 84 | 78 |

Source: Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment*. November.

As discussed above, project-level details are not currently available for future projects that would be carried out under the proposed Project, it is not possible to determine exact noise levels, locations, or time periods for construction of such projects, or construction noise at adjacent properties. Therefore, construction noise levels associated with future projects may exceed the FTA’s daytime construction noise limits, and impacts would be potentially significant.

The proposed General Plan Update includes the following policies and actions to address this potential impact:

Policy 5.5: Minimize excessive construction-related noise and vibrations.

Action 5.5a: Adopt and implement measures that reduce construction noise and vibrations.

Action 5.5b: Construction plans submitted to the City shall include construction noise analysis (and vibration analysis where applicable) and identify measures to mitigate excessive noise and vibrations associated with demolition, grading, and construction plans.

The noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration (FTA) architectural damage thresholds.

Implementation of Policy 5.5, Action 5.5a, and Action 5.5b would reduce construction noise impacts associated with future discretionary projects carried out under the proposed Project, and Mitigation Measure NOI-1 provides more detail on how this policy and these actions should be carried out to help reduce construction noise impacts. However, as exact details of future project-specific construction activities are unknown at this time, construction noise could still exceed the daytime significance threshold or potentially need to occur during the more sensitive nighttime hours for concrete pours or pumps that need to run overnight for water resources projects. Consequently, implementation of Policy 5.5, Action 5.5a, and Action 5.5b and Mitigation Measure NOI-1, while it would reduce construction noise impacts, would not ensure that construction noise impacts would be reduced to below the significance threshold of 80 dBA L_{eq} during the daytime at residential uses and other sensitive receptors in all cases. Therefore, the proposed Project's construction noise impacts would remain significant and unavoidable. It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level.

Operation

STATIONARY OPERATIONAL NOISE

Stationary operational sources of noise are expected to include air conditioning units, loading dock activities, outdoor restaurant dining and music activities, and parking lot vehicle movements. Special noise generators such as music (live or otherwise), sound amplification devices, and tenant-specific noise sources would require a site-specific noise analysis prior to building permit approval.

The following policies and actions from the proposed General Plan Update would minimize potential adverse noise-related impacts from stationary sources.

- | | |
|-------------------|---|
| Policy 5.4 | Minimize noise impacts to ensure that noise does not detract from Montebello's quality of life. |
| Action 5.4a | Manage relationship between homes and major noise sources through zoning and environmental review and design measures. |
| Action 5.4b | Require development projects to implement mitigation measures, where necessary, to reduce exterior and interior noise levels to meet adopted standards and criteria. Require mixed-use structures to minimize the transfer of noise from commercial uses to residential uses. |
| Action 5.4d | Minimize stationary noise impacts on sensitive receptors, and require control of noise from construction activities, private developments/residences, landscaping activities, and special events. |

Implementation of these policies and actions would ensure that noise from new developments is analyzed and mitigated to acceptable levels prior to approval of these projects. Noise impacts from operational use of residential-scale HVAC units, industrial equipment, and other stationary noise sources would be reduced by policies and actions in the proposed General Plan Update. Therefore, the proposed Project's stationary operational noise impact would be less than significant.

MOBILE OPERATIONAL NOISE

Implementation of the proposed Project would allow additional development to occur in the Plan Area, which would generate new vehicle trips that could incrementally increase the exposure of land uses along roadways to operational roadway vehicle noise. Figure 4.13-3 shows the 60, 65, and 70 dBA CNEL noise contours from roadways and highways for future (year 2045) roadway vehicle scenarios. The complete distances to the 60, 65, and 70 dBA CNEL noise contours for roadway segments are included in Appendix D. Table 4.13-9 shows the estimated increase in roadway vehicle noise on study roadway segments compared to existing conditions at 50 feet from the centerline of the nearest travel lane.

The following policies and actions in the proposed General Plan Update would reduce roadway vehicle noise:

Policy 5.4 Minimize noise impacts to ensure that noise does not detract from Montebello's quality of life.

Action 5.4c Discourage through traffic in neighborhoods through noise-attenuating roadway materials, and modifications to street design.

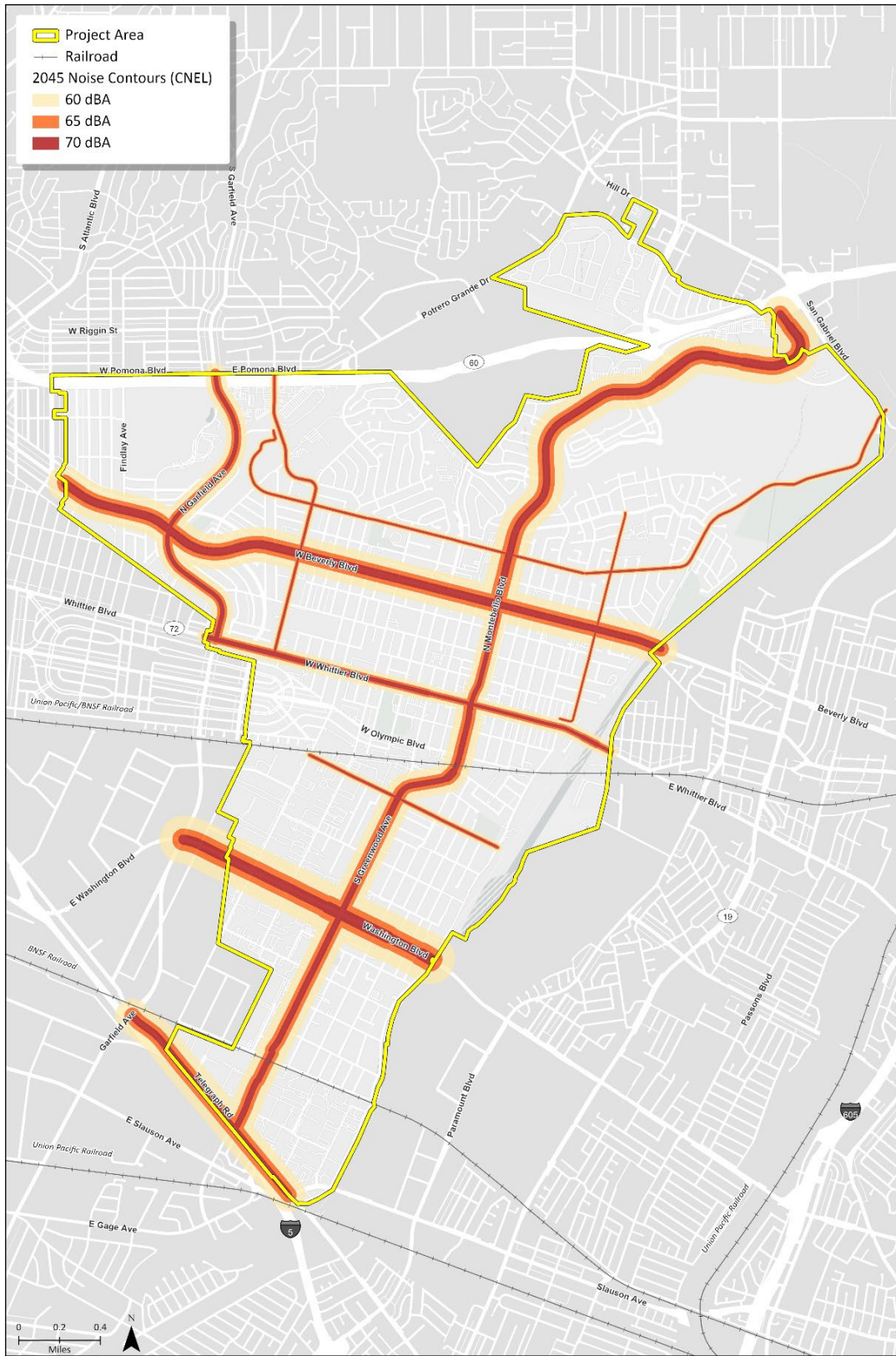
As shown in Table 4.13-9, there are no significant roadway vehicle noise increases estimated along any Plan Area roadways. Therefore, roadway vehicle noise increases would be less than significant.

Table 4.13-9 Existing and Future Traffic Volumes

| Roadway Segment | Existing ADT | 2045 GP - With Project ADT | Existing Roadway Vehicle Noise Level at 50 feet (dBA CNEL) | 2045 Roadway Vehicle Noise Level at 50 feet (dBA CNEL) | Roadway Vehicle Noise Increase (dBA CNEL) | Significance Threshold dBA | Significant? Y/N |
|---|--------------|----------------------------|--|--|---|----------------------------|------------------|
| Garfield Avenue - Between Via Campo and Via Paseo | 28,833 | 40,600 | 69.5 | 71.0 | 1.5 | 1.5 | N |
| Beverly Boulevard - Between Vail Avenue and Greenwood Avenue | 31,405 | 34,600 | 73.6 | 74.0 | 0.4 | 1.5 | N |
| Whittier Boulevard - Between Vail Avenue and Greenwood Avenue | 22,976 | 17,300 | 70.0 | 68.8 | -1.2 | 1.5 | N |
| Wilcox Avenue - Between Beverly Boulevard and Whittier Boulevard | 11,635 | 9,200 | 66.2 | 65.1 | -1.1 | 1.5 | N |
| Mines Avenue - Between Vail Avenue and Greenwood Avenue | 5,252 | 7,500 | 64.2 | 65.7 | 0.8 | 1.5 | N |
| Washington Boulevard - Between Vail Avenue and Greenwood Avenue | 33,116 | 45,600 | 75.0 | 76.4 | 1.4 | 1.5 | N |
| Greenwood Avenue - Between Union Street and Oakwood Street | 21,255 | 26,600 | 72.2 | 73.2 | 1.4 | 1.5 | N |
| Telegraph Road - West of Greenwood Avenue | 24,388 | 25,800 | 73.9 | 74.1 | 1.0 | 1.5 | N |
| Montebello Boulevard - Between Avenida De La Merced and Liberty Avenue | 29,461 | 34,800 | 73.6 | 74.4 | 0.2 | 1.5 | N |
| Montebello Boulevard - Between Beverly Boulevard and Whittier Boulevard | 24,405 | 23,100 | 71.6 | 71.4 | 0.8 | 1.5 | N |
| Montebello Boulevard - South of Olympic Boulevard | 19,018 | 24,800 | 71.7 | 72.9 | 1.2 | 1.5 | N |
| Whittier Boulevard - Between Montebello Boulevard and Poplar Avenue | 22,559 | 16,600 | 70.6 | 69.3 | -1.3 | 1.5 | N |
| Lincoln Avenue - North of Avenida De La Merced | 6,810 | 7,800 | 63.8 | 64.4 | 0.6 | 3.0 | N |
| Poplar Avenue - Between Beverly Boulevard and Whittier Boulevard | 4,275 | 6,000 | 61.8 | 63.3 | 1.5 | 3.0 | N |

ADT = average daily trips
Bold = significant increase
 Source: Kittelson & Associates, 2023.

Figure 4.13-3 Future 2045 Roadway Vehicle Noise Contours



Mitigation Measures

NOI-1 Measures to Reduce Construction Noise

To minimize noise during construction, the City of Montebello shall require construction contractors to implement the following measures for construction activities conducted within the City. Construction plans submitted to the City shall include construction noise analysis and identify these measures on demolition, grading, and construction plans submitted to the City. The City of Montebello Building Division shall verify that grading, demolition, and/or construction plans submitted to the City include these notations prior to issuance of demolition, grading and/or building permits.

- **Mufflers.** During excavation and grading construction phases, all construction equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards.
- **Stationary Equipment.** All stationary construction equipment shall be placed so that emitted noise is directed away from the nearest sensitive receivers.
- **Equipment Staging Areas.** Equipment staging shall be located in areas that will create the greatest distance feasible between construction-related noise sources and noise-sensitive receivers.
- **Smart Back-up Alarms.** Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in the reverse direction in compliance with applicable safety laws and regulations.
- **Electrically-Powered Tools and Facilities.** Electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities, where feasible.
- **Noise Disturbance Coordinator.** The project applicant shall designate a "noise disturbance coordinator" responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of any noise complaint and shall require that reasonable measures be implemented to correct the problem. A telephone number for the disturbance coordinator and the City shall be posted at the construction site.
- **Temporary Noise Barriers.** Erect temporary noise barriers, where feasible, when construction noise is predicted to exceed the acceptable standards (e.g., 80 dBA Leq at residential receivers, schools or other sensitive receptors during the daytime) or when the anticipated construction duration is greater than is typical (e.g., two years or greater) and there are sensitive receptors within 500 feet of the construction site. Temporary noise barriers shall be constructed with solid materials (e.g., wood) with a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier. If a sound blanket is used, barriers shall be constructed with solid material with a density of at least 1 pound per square foot with no gaps from the ground to the top of the barrier and be lined on the construction side with acoustical blanket, curtain or equivalent absorptive material rated sound transmission class (STC) 32 or higher.

Significance After Mitigation

Implementation of Mitigation Measure NOI-1, as well as implementation of policies and actions in the proposed General Plan Update, would reduce potential impacts from noise during construction and operation by reducing noise source impacts and creating sound barriers where required/necessary; however, impacts would remain significant and unavoidable.

Threshold 2: Would the proposed Project result in generation of excessive groundborne vibration or groundborne noise levels?

Impact N-2 CONSTRUCTION OF INDIVIDUAL PROJECTS CARRIED OUT UNDER THE PROPOSED PROJECT WOULD TEMPORARILY GENERATE GROUNDBORNE VIBRATION, POTENTIALLY AFFECTING NEARBY LAND USES. OPERATION OF DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT WOULD NOT RESULT IN SUBSTANTIAL GROUNDBORNE VIBRATION. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH MITIGATION.

Construction of individual projects carried out under the proposed Project could intermittently generate groundborne vibration affecting nearby properties. Table 4.13-10 lists groundborne vibration levels from various types of construction equipment at various distances.

Table 4.13-10 Vibration Source Levels for Construction Equipment

| Equipment | Approximate Vibration Level (in/sec PPV) | | | |
|----------------------|--|---------------------|----------------------|----------------------|
| | 25 feet from Source | 50 feet from Source | 100 feet from Source | 200 feet from Source |
| Caisson Drilling | 0.089 | 0.031 | 0.011 | 0.004 |
| Jackhammer | 0.035 | 0.012 | 0.004 | 0.002 |
| Large Bulldozer | 0.089 | 0.031 | 0.011 | 0.004 |
| Loaded Truck | 0.076 | 0.027 | 0.010 | 0.003 |
| Pile Driver (impact) | Upper range | 1.519 | 0.537 | 0.190 |
| | Typical | 0.644 | 0.228 | 0.081 |
| Pile Driver (sonic) | Upper range | 0.734 | 0.260 | 0.092 |
| | Typical | 0.170 | 0.060 | 0.021 |
| Small Bulldozer | 0.003 | 0.001 | <0.001 | <0.001 |
| Vibratory Roller | 0.21 | 0.074 | 0.026 | 0.009 |

Source: Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment*. November.

As shown in Table 4.13-10, buildings and structures could experience the strongest vibration during the use of pile-drivers and vibratory rollers. Vibration levels from pile-drivers could approach 1.519 in/sec PPV at a distance of 25 feet from the source and 0.190 in/sec at 100 feet, and vibration levels from vibratory rollers could approach 0.21 in/sec PPV at a distance of 25 feet and 0.026 at 100 feet. The threshold for historic structures is 0.12 in/sec PPV; the threshold is higher for residential buildings at 0.2 in/sec PPV.

Vibration levels from typical equipment such as bulldozers and jackhammers would not exceed FTA thresholds for historic structures and residential buildings at a distance of 25 feet or greater. However, vibration levels from pile driving equipment and vibratory rollers may exceed FTA thresholds.

Because project-level details are not currently available for individual development projects that would be carried out under the proposed Project, it is not possible to determine which projects may use pile driving or vibratory rollers and their exact vibration levels, locations, or time periods for construction of such projects. Therefore, construction vibration levels may exceed FTA vibration levels for preventing architectural building damage, and impacts would be potentially significant.

The proposed General Plan Update includes the following policies and actions to address this potential impact:

Policy 5.5: Minimize excessive construction-related noise and vibrations.

Action 5.5a: Adopt and implement measures that reduce construction noise and vibrations.

Action 5.5b: Construction plans submitted to the City shall include construction noise analysis (and vibration analysis where applicable) and identify measures to mitigate excessive noise and vibrations associated with demolition, grading, and construction plans.

The noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration (FTA) architectural damage thresholds.

Implementation of Policy 5.5, Action 5.5a, and Action 5.5b would reduce construction groundborne vibration impacts of the proposed Project, and Mitigation Measure NOI-2 provides more detail on how this policy and these actions should be carried out to help reduce construction groundborne vibration impacts in the Plan Area. Together, implementation of this policy, these actions, and this mitigation measure would reduce this impact to a level of less than significant.

Operation

New residential, commercial, industrial, and retail development carried out under the proposed Project would not involve substantial operational vibration sources such as railroads and subways. In addition, implementation of the proposed Project would not directly increase rail activity in the Plan Area. Therefore, the proposed Project's operational groundborne vibration and noise impacts would be less than significant.

Mitigation Measures

NOI-2 Measures to Reduce Construction Vibration

To reduce potential construction vibration impacts, the City of Montebello shall require the following:

- Prior to issuance of a building permit for a project requiring pile driving during construction within 135 feet of fragile structures such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); a vibratory roller within 40 feet of fragile historical resources or 25 feet of any other structure; or a dozer or other large earthmoving equipment within 20 feet for a fragile historical structure or 15 feet of any other structure, the project applicant shall prepare a groundborne noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these construction activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed FTA architectural damage thresholds (e.g., 0.12 in/sec PPV for fragile or

historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving, static rollers as opposed to vibratory rollers, and lower horsepower earthmoving equipment shall be used. If necessary, construction vibration monitoring shall be conducted to ensure FTA vibration thresholds are not exceeded.

Significance After Mitigation

Implementation of Policy 5.5, Action 5.5a, Action 5.5b, and Mitigation Measure NOI-2 would reduce potential impacts from groundborne vibration to less than significant levels by providing for proper staging and thresholds for vibrations.

Threshold 3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the proposed Project expose people residing or working in the Plan Area to excessive noise levels?

Impact N-3 THE PROPOSED PROJECT WOULD NOT EXPOSE PEOPLE RESIDING OR WORKING THE PLAN AREA TO EXCESSIVE NOISE LEVELS FROM AIRPORT LAND USE. THERE WOULD BE NO IMPACT.

The closest airport to the Plan Area is the San Gabriel Valley Airport, which is approximately 4 miles northeast of the Plan Area, and the Plan Area is not in the San Gabriel Valley Airport's safety zone area, the Airport Influence Area, nor is it within the airport's 65 CNEL noise contour. Because the Plan Area is not in a 65 CNEL or higher noise contour of any nearby airport, implementation of the proposed Project would not expose people residing or working in the Plan Area to excessive noise levels. There would be no impact.

Mitigation Measures

There would be no impact; therefore no mitigation is required.

Cumulative Impacts

Construction Noise

Construction noise generated by projects carried out under the proposed Project, in combination with construction activities for other cumulative projects that may be constructed simultaneously could, without mitigation, substantially increase noise levels in the vicinity of future projects. Policies, actions, and mitigation measures have been identified to help reduce noise from construction equipment from future projects carried out under the proposed Project. Therefore, unless construction of cumulative projects, including those carried out under the proposed Project, occur in close proximity to each other and simultaneously, noise from individual construction projects has a small chance of combining to create significant cumulative impacts. Although this scenario is unlikely, and policies, actions, and mitigation measures would be implemented to the extent feasible, the potential remains for a cumulatively considerable increase in construction noise from projects carried out under the proposed Project. The proposed Project could make a substantial contribution to this cumulatively significant impact. Therefore, the cumulative impact related to construction noise would be significant and unavoidable.

Operational Stationary Noise

Development carried out under the proposed Project would introduce new stationary noise sources to the ambient noise environment in and around the Plan Area, including new mechanical ventilation equipment. These sources may combine with noise from other nearby cumulative projects to result in higher noise levels. However, operational noise from these sources is localized and rapidly attenuates within an urbanized setting due to the effects of intervening structures and topography that block the line of sight, and due to other noise sources closer to receptors that obscure project-related noise. Implementation of Montebello Municipal Code noise standards would ensure that noise from new stationary sources as part of cumulative development would be within acceptable levels. Therefore, the cumulative impact related to operational stationary noise would be less than significant.

Operational Mobile Noise

As discussed in Impact N-1, roadway vehicle noise increases from development carried out under the proposed Project would not contribute to noise level increases that exceed impact criteria and would not be cumulatively considerable. Therefore, in combination with mobile noise for other cumulative development, the cumulative impact related to operational mobile (roadway vehicle) noise would be less than significant.

Groundborne Vibration and Noise

Although there could be other cumulative projects simultaneously under construction near a development project carried out under the proposed Project, the potential for construction groundborne vibration and noise impacts exists within a limited area (e.g., within approximately 25 feet for a vibratory roller). Since no two construction cumulative projects would both be within 25 feet of a given sensitive structure, cumulative groundborne vibration and noise impacts would be less than significant.

Overall Level of Cumulative Significance

Significant and unavoidable

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4.14 Population and Housing

This section evaluates the potential impacts related to population and housing from implementation of the proposed Project. Data used to prepare this section were taken from the United States Bureau of the Census, the California Department of Finance (DOF), and the Southern California Association of Governments (SCAG).

4.14.1 Environmental Setting

Population, housing, and employment data are available on a city, county, regional, and state level. This EIR uses data collected and provided at the city and county level in an effort to focus the analysis specifically on the City of Montebello.

a. Population

From 2000 to 2010, Montebello's population remained relatively stable, from a population of 62,150 to 62,471. Its population experienced a small increase of 0.74 percent in 2011 and has gradually declined since then. As shown in Table 4.14-1, the City's estimated 2023 population is approximately 61,645 persons, a 0.26 percent decrease from its 2022 population of 61,804 (DOF 2023a).

Table 4.14-1 shows population growth in the city since 2000. Based on DOF data, the city's population increased from 2000 to 2004, then declined from 2004 to 2009, then increased again from 2009 to 2015, and then decreased from 2015 to 2023. In 2023, the city's population of 61,645 represents approximately 0.6 percent of Los Angeles County's total population of 9,761,210 persons. Montebello is the 61st most populated city of the 88 incorporated towns and cities in Los Angeles County.

b. Households

A household is defined by the DOF and the Census as a group of people who occupy a housing unit. A household differs from a dwelling unit because the number of dwelling units includes both occupied and vacant dwelling units. Not all of the population lives in households. A portion lives in group quarters, such as board and care facilities; others are homeless.

Small households (1 to 2 persons per household [pph]) traditionally reside in units with 0 to 2 bedrooms; family households (3 to 4 pph) normally reside in units with 3 to 4 bedrooms. Large households (5 or more pph) typically reside in units with 4 or more bedrooms. However, the number of units in relation to the household size may also reflect preference and economics; many small households obtain larger units, and some large families live in small units for economic reasons.

Table 4.14-2 compares the number and size of households in Montebello and Los Angeles County as a whole for the years 2000, 2010, and 2023. As shown, the total number of households in the city has increased over this time. There has also been an overall increase in the number of households in the County over this time. The average household size in the city decreased from 3.28 pph in 2000 to 3.06 pph in 2023. The average household size in the County as a whole also decreased, from 2.98 pph in 2000 to 2.75 pph in 2023.

Table 4.14-1 Population Growth in Montebello (2000 – 2023)

| Year | Population | Percent Change |
|------|------------|----------------|
| 2000 | 62,150 | |
| 2001 | 62,513 | 0.58 |
| 2002 | 62,939 | 0.68 |
| 2003 | 63,459 | 0.83 |
| 2004 | 63,574 | 0.18 |
| 2005 | 63,359 | -0.34 |
| 2006 | 62,972 | -0.61 |
| 2007 | 62,621 | -0.56 |
| 2008 | 62,505 | -0.19 |
| 2009 | 62,463 | -0.07 |
| 2010 | 62,471 | 0.01 |
| 2011 | 62,932 | 0.74 |
| 2012 | 63,286 | 0.56 |
| 2013 | 63,456 | 0.27 |
| 2014 | 63,570 | 0.18 |
| 2015 | 63,903 | 0.52 |
| 2016 | 63,905 | 0.00 |
| 2017 | 63,904 | 0.00 |
| 2018 | 63,837 | -0.10 |
| 2019 | 63,558 | -0.44 |
| 2020 | 63,264 | -0.46 |
| 2021 | 62,489 | -1.23 |
| 2022 | 61,804 | -1.10 |
| 2023 | 61,645 | -0.26 |

DOF (2023b), E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2011-2020 with 2010 Census Benchmark

DOF (2023c), E-4 Population and Housing Estimates for Cities, Counties, and State 2021-2023 with 2020 Benchmark

DOF (2023d), E-1 City/County Population Estimates with Annual Percent Change January 1, 2022 and 2023

Source: DOF (2023a), E-8 Population Estimates for California Counties and Cities: April 1, 2000, through January 1, 2010

Table 4.14-2 Households in Montebello and Los Angeles County

| Area | 2000 | 2010 | 2023 |
|-------------------------------|-----------|-----------|-----------|
| Total Households | | | |
| Montebello | 18,844 | 19,012 | 19,995 |
| Los Angeles County | 3,133,771 | 3,239,280 | 3,471,993 |
| Average Household Size | | | |
| Montebello | 3.28 | 3.27 | 3.06 |
| Los Angeles County | 2.98 | 2.98 | 2.75 |

DOF (2023b), E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2011-2020 with 2010 Census Benchmark

DOF (2023b), E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2021-2023, with 2020 Benchmark

Source: DOF (2023a), E-8, Population Estimates for California Counties and Cities: April 1, 2000, through January 1, 2010

Table 4.14-3 shows housing growth in Montebello since 2000. Between 2000 and 2010, approximately 329 housing units were added to the city’s housing inventory, an average yearly increase in the housing stock of approximately 33 housing units. Between 2010 and 2023, approximately 804 housing units were added to the city’s housing inventory, an average yearly increase of approximately 62 units, reflecting an increase in housing unit growth in the city in the last decade. Of the 20,549 housing units in the city in 2023, an estimated 554 units (approximately 2.7 percent) were vacant.

Table 4.14-3 Total Housing Units in Montebello Defined by Units per Structure

| Year | Single Family Home | Multifamily Home (2-4 units) | Multifamily Home (5+ units) | Mobile Home/Other | Total Number of Units | Occupied Units |
|------|--------------------|------------------------------|-----------------------------|-------------------|-----------------------|----------------|
| 2000 | 10,930 | — | 8,253* | 233 | 19,416 | 18,844 |
| 2010 | 11,355 | — | 8,125* | 265 | 19,745 | 18,995 |
| 2017 | 11,433 | 2,464 | 5,806 | 266 | 19,969 | 19,111 |
| 2018 | 11,477 | 2,464 | 5,806 | 266 | 20,013 | 19,126 |
| 2019 | 11,477 | 2,499 | 5,806 | 266 | 20,048 | 19,145 |
| 2020 | 11,474 | 2,505 | 5,806 | 266 | 20,051 | 19,142 |
| 2021 | 11,718 | 2,495 | 5,872 | 257 | 20,342 | 19,794 |
| 2022 | 11,727 | 2,509 | 5,887 | 257 | 20,380 | 19,831 |
| 2023 | 11,747 | 2,511 | 6,034 | 257 | 20,549 | 19,995 |

DOF (2023b), E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark

DOF (2023b), E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2023 with 2020 Census Benchmark

* Includes 2-4 units in count

Source: DOF (2023a), E-8, Population Estimates for California Counties and Cities: April 1, 2000 through January 1, 2010

c. Jobs-Household Ratio

The jobs-household ratio in a jurisdiction is an overall indicator of jobs availability within the area. A balance of jobs and housing can give residents an opportunity to work locally and avoid employment commutes to other places in the region. As shown in Table 4.14-4, employment in Montebello (the Plan Area) in 2016 was estimated at 29,300 jobs (SCAG 2020). Based on this employment estimate and the Plan Area's estimated 2016 number of households of 19,100, the Plan Area's 2016 jobs-household ratio was 1.53 jobs per household. As shown in Table 4.14-5, the County's 2016 jobs-household ratio was 1.48 jobs per household.

Table 4.14-4 presents population, households, and employment projections through 2045 for Montebello and Table 4.14-5 presents population, households, and employment projections through 2045 for Los Angeles County. The projections are based on the Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy), projections.

The projections in Table 4.14-4 suggest that the Plan Area's population will grow approximately 6.1 percent between 2016 to 2045, from 63,900 in 2016 to 67,800 in 2045, an estimated increase of 3,900 new residents by 2045. New households are expected to increase 10.5 percent, from 19,100 in 2016 to 21,100 in 2045, a total of increase of 2,000 households from 2016 levels. Employment is projected to increase approximately 6.8 percent from 2016 levels, from 29,300 jobs in 2016 to 31,300 jobs in 2045, a total of 2,000 new jobs from 2016 levels. This would decrease the Plan Area's jobs-housing ratio from 1.53 jobs per household in 2016 to 1.48 jobs per household in 2045.

Similarly, the countywide jobs/housing ratio follows a similar forecast to decrease from 1.48 jobs per household in 2016 to 1.37 jobs per household in 2045.

Table 4.14-4 Montebello Population, Households, and Employment

| City of Montebello | 2016 | 2045 |
|----------------------|--------|--------|
| Population | 63,900 | 67,800 |
| Households | 19,100 | 21,100 |
| Employment | 29,300 | 31,300 |
| Jobs/Household Ratio | 1.53 | 1.48 |

Source: Table 14 Jurisdiction-Level Growth Forecast, SCAG 2020-Connect SoCal Demographics and Growth Forecast

Table 4.14-5 Los Angeles County Population, Households, and Employment

| County of Los Angeles | 2016 | 2045 |
|-----------------------|-----------|------------|
| Population | 9,065,700 | 10,415,600 |
| Households | 3,024,300 | 3,699,800 |
| Employment | 4,474,700 | 5,062,100 |
| Jobs/Household Ratio | 1.48 | 1.37 |

Source: Table 14 Jurisdiction-Level Growth Forecast, SCAG 2020-Connect SoCal Demographics and Growth Forecast

4.14.2 Regulatory Framework

a. Regional Housing Needs Assessment

California’s Housing Element law requires that each county and city develop local housing programs to meet their “fair share” of future housing growth needs for all income groups, as determined by the DOF. The regional councils of government, including SCAG, are then tasked with distributing the State-projected housing growth need for their region among their city and county jurisdictions by income category. This fair share allocation is referred to as the Regional Housing Needs Assessment (RHNA) process. The RHNA represents the minimum number of housing units each community is required to plan for through a combination of: (1) zoning “adequate sites” at suitable densities to provide affordability; and (2) housing programs to support production of below-market rate units. Montebello’s allocation from the 2021-2029 RHNA, distributed among the four income categories, is shown in Table 4.14-6.

b. Southern California Association of Governments

SCAG functions as the Metropolitan Planning Organization for Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial Counties, and is responsible for implementing the Regional Comprehensive Plan (RCP), RTP/SCS, and the Growth Visioning Report, each of which addresses regional issues associated with population growth, housing, and employment.

Table 4.14-6 Regional Housing Needs Assessment

| Income Group | RHNA Allocation (units) | Percent of Total |
|----------------|-------------------------|-------------------------|
| Very Low | 1,314 | 25.3% |
| Low | 707 | 13.6% |
| Moderate | 777 | 15.0% |
| Above Moderate | 2,388 | 46.0% |
| Total | 5,186 | 100%¹ |

¹ Total arrived at by adding percentages above is 99.9%, due to rounding of percentages

Source: City of Montebello 2021-2029 Housing Element, 2022

c. State Housing Element Statutes

State housing element statutes (Government Code Sections 65580-65589.9) mandate that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. The law recognizes that, for the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development. As a result, State housing policy rests largely upon the effective implementation of local general plans and in particular, housing elements. Additionally, Government Code Section 65588 dictates that housing elements must be updated at least once every five years. Montebello’s most recent housing element (*Montebello Housing Element 2021 – 2029*), which was adopted in February 2022, is part of the proposed General Plan Update analyzed in this EIR.

4.14.3 Impact Analysis

a. Methodology and Significance Thresholds

Population and housing trends in the city were evaluated by reviewing the most current data available from the U.S. Census Bureau, DOF, the proposed Montebello General Plan Update and Downtown Montebello Specific Plan, SCAG, and the 2021 RHNA. Some impacts related to population are social or economic in nature. Under CEQA, a social or economic change generally is not considered a significant effect on the environment unless the changes are directly linked to a physical change.

The following significance thresholds are based on Appendix G of the CEQA Guidelines. For purposes of this EIR, implementation of the proposed Project may have a significant adverse impact if it would do any of the following:

1. Induce substantial population growth either directly or indirectly
2. Displace substantial number of existing housing, necessitating the construction of replacement housing elsewhere
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere

For purposes of this analysis, “substantial” population growth is defined as growth exceeding SCAG population forecasts for Montebello (the Plan Area). “Substantial” displacement would occur if allowed land uses would displace more residences than would be accommodated through growth accommodated by the proposed Project.

b. Project and Cumulative Impacts

Threshold 1: Would the proposed Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Impact PH-1 DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT WOULD RESULT IN MORE GROWTH THAN FORECAST BY SCAG, BUT POLICIES AND ACTIONS INCLUDED IN THE PROPOSED PROJECT WOULD ADEQUATELY ADDRESS POTENTIAL IMPACTS FROM THIS PROJECTED POPULATION GROWTH, AND THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

SCAG’s RCP serves as a framework for addressing problems and creating a path to correct issues on a regional level through 2045. The RCP is broken up into nine chapters that include key areas where resource management is necessary due to the urban growth the area experiences. Population projections are made through SCAG’s RTP/SCS and are the basis for growth for the RCP.

Development carried out under the proposed Project is projected to result in approximately 16,893 additional housing units in the city over the next 20 years (see Table 2-6 in Section 2, *Project Description*). Based on Montebello’s estimated average household size of 3.06 persons (DOF 2023b), a max occupancy of the additional units at 3.06 persons per unit would lead to an increase of approximately 51,693 residents in the city. If the city’s most recent vacancy rate of 2.7% is applied to the 16,893 additional housing units, then approximately 456 units of the 16,893 units would be vacant, leaving 16,437 of these housing units occupied, which in turn would lead to a population increase of approximately 50,297 residents. These calculations are shown in Table 4.14-7 below.

Table 4.14-7 Population Growth Projections

| | Occupied Housing Units | Estimated Average Household Size | Population Increase |
|--|------------------------|----------------------------------|---------------------|
| Proposed Project with No Vacancies | 16,893 | 3.06 | 51,693 |
| Proposed Project with Vacancy Rate of 2.7% | 16,437 | 3.06 | 50,297 |

Source: DOF (2023b), E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2023 with 2020 Census Benchmark

Adding the 51,693 new residents cited above to the city’s 2023 population of 61,645, future residential growth carried out under the proposed Project is predicted to increase the city’s total population to 113,338, which is above SCAG’s 2045 population forecasts of 67,800 from the Final Connect SoCal Demographics and Growth Forecast (SCAG 2020). The addition of approximately 51,693 residents would lead to an approximately 76.2 percent increase in population over approximately the next 20 years. Therefore, the proposed Project could induce substantial population growth in the area, either directly or indirectly. The following proposed General Plan Update policies and actions, however, address potential impacts from this population growth:

- P2.2** Promote corridor development.
- P2.3** Enhance Downtown’s character with compact and walkable infill development.
- P2.6** Preserve and enhance industrial areas.
- P2.7** Encourage urban infill and compact development
- P2.8** Reconnect streets and alleys to form a network.
- P5.5** Promote opportunities for people to build connections with their peers, neighbors, and the greater community supporting inter-generational and inter-cultural programs, activities, and events.

Under the proposed Project, additional residential development/ redevelopment would be concentrated in corridors and neighborhood areas. Given the built-out nature of the city, development would occur primarily in areas identified in the proposed General Plan Update as having the greatest potential for future growth. The proposed General Plan Update sets forth a 20-year vision to preserve the character and quality of existing neighborhoods and encourage new housing in the Downtown and corridors close to services, jobs, and conveniences. The proposed General Plan Update is closely tied to the Downtown Montebello Specific Plan, which is focused on walkable and mixed-use development in the Downtown area and preserving and adding to the supply of affordable and supportive housing in the area. Based on extensive community participation and input, the proposed General Plan Update and Downtown Montebello Specific Plan present policies and clear and precise regulations that encourage new housing to be provided in walkable mixed-use environments Downtown and along major transit corridors, shifting development pressure away from stable residential neighborhoods.

Although the proposed Project would facilitate additional growth beyond that forecast in SCAG’s 2020 RTP/SCS, the proposed Project would redistribute some of the already forecast growth in the Plan Area through creation of the Focus Areas of New Development described and shown in Figure 2-5, *Focus Areas of New Development* in Section 2, *Project Description* of this EIR. Generally, new development would result from re-use of properties, conversion of uses in response to market demand (e.g., select industrial to commercial), and more intense use of land in defined areas. While

there is relatively strong demand for a variety of land uses in the Plan Area, the actual amount and scale of development that can occur is limited by the amount of available land, financial feasibility of new development, fiscal priorities, and the level of acceptable density aligned with community character and vision. The location and amount of projected growth for approximately the next 20 years in the proposed Project is a result of market study; careful block-block assessment of catalytic sites; design, fiscal, and financial feasibility; and community preference.

It should also be noted that, while the proposed Project would accommodate population growth beyond that 2045 population forecast of 67,800 (SCAG 2020), it would also help meet the City's RHNA allocation of 5,186 housing units by 2029 (Table 4.14-6). SCAG's 2020 RTP/SCS projects that the number of households in the city will grow by 1,880 over approximately the next 20 years (through 2045) as indicated in Table 2-5 of Section 2, *Project Description*. Spread out over 20 years, this 1,880-household increase would equal 94 households per year. Over the eight-year span of the Housing Element/RHNA cycle, 94 households per year would equal 752 households, which would fall well short of the City's RHNA allocation of 5,186 housing units by 2029.¹ Growth expected under the proposed Project therefore exceeds SCAG's projections, at least in part, for the purpose of meeting the City's RHNA allocation and the housing demand it represents.

For all the reasons discussed above, the proposed Project's potential impacts related to substantial unplanned population growth would be less than significant without the need for mitigation.

Mitigation Measures

This impact would be less than significant without the need for mitigation.

Threshold 2: Would the proposed Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Impact PH-2 IMPLEMENTATION OF THE PROPOSED PROJECT WOULD NOT RESULT IN DISPLACEMENT OF SUBSTANTIAL NUMBERS OF HOUSING OR PEOPLE. RATHER, THE PROPOSED PROJECT WOULD FACILITATE THE DEVELOPMENT OF NEW HOUSING IN ACCORDANCE WITH STATE AND LOCAL HOUSING REQUIREMENTS, WHILE PRESERVING EXISTING RESIDENTIAL NEIGHBORHOODS. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The Plan Area is mostly built out, with limited vacant land for development opportunities. The proposed Project focuses future development in the Downtown, along corridors, and in neighborhoods in need of reinvestment where viable infrastructure is already in place. Focus areas of development for the General Plan Update are shown in Figure 2-5 of the *Project Description* section of this EIR.

Focusing development in these areas would not result in displacement of existing residences to accommodate the planned increase in development intensity. As stated in the Policies and Actions of the proposed General Plan Update and Downtown Montebello Specific Plan listed below, the strategic infill development called for under the proposed Project would focus on mixed-use, walkable, and contextual development while conserving stable residential neighborhoods.

P2.4 Promote quality Downtown housing that serves a broad spectrum of households.

A2.4a Invite development proposals on publicly owned sites under public/quasi-public control, per defined plan goals.

¹ SCAG's RTP/SCS provides projections for households, not housing units. While households and housing units are not the same (a household is the group of people occupying a housing unit), they are sufficiently analogous for the purposes of this comparison.

P3.4 Encourage mixed-use infill and compact development.

A3.4a Engage the development community and property owners to promote infill development on underutilized sites that increase the productive value per acre in the Downtown area.

A3.3b Amend development standards to allow more intensive uses while being respectful to the contextual setting.

As shown in Table 4.14-8, the proposed General Plan Update projects that development in the Plan Area over approximately the next 20 years would add 16,893 residential units to the Plan Area, with most of this growth directed to the focus areas. Although no residential development that would be displaced by implementation of the proposed Project has been identified, if any such displacement did occur, the 16,893 new residential units would replace any existing displaced residences or residents.

For all the reasons discussed above, impacts related to displacement of existing housing or people would be less than significant.

Table 4.14-8 Projected Growth by Place Types

| Place Type | Units |
|---------------|---------------|
| Downtown | 3,536 |
| Corridors | 8,390 |
| Neighborhoods | 4,967 |
| Total | 16,893 |

Source: Table C3.1. General Plan Capacity Table, Montebello General Plan Update

Mitigation Measures

This impact would be less than significant without the need for mitigation.

Cumulative Impacts

By its nature, a general plan considers cumulative impacts insofar as it considers cumulative development that could occur within a city’s plan area. The impacts discussed in this chapter of the EIR are cumulative in nature. For example, the impact analysis provided above considers the proposed Project’s consistency with SCAG planning documents that forecast and plan for population and housing growth throughout Southern California. It concludes that policies contained in the proposed General Plan Update and Downtown Montebello Specific Plan would be consistent with SCAG policies and plans, and that the proposed Project would reduce potential population and housing impacts at the proposed Project level to a less than significant level. This consistency with regional plans and policies would also ensure that the proposed Project would not make a substantial cumulatively considerable impact on population and housing at the regional or any other cumulative level, rather implementation of the proposed Project would be a beneficial impact to accommodate regional housing needs in the region.

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4.15 Public Services

This section assesses potential impacts to public services, including fire and police protection, public schools, and libraries. The analysis provided in this section is based on policies from the proposed General Plan Update, The Montebello Police Department (MPD), the 2021 Montebello Parks Master Plan, the Montebello Fire Department (MFD), California Department of Forestry and Fire Protection (CAL FIRE) the U.S. Department of Justice and the County of Los Angeles. Impacts to recreational facilities and parks are discussed in Section 4.16, *Recreation*.

4.15.1 Environmental Setting

a. Fire Protection and Emergency Medical Services

The MFD has five divisions: Fire Operations (Suppression and Emergency Medical Services-EMS), Community Risk Reduction (CRR), Public Safety Communications, Fire Community and Outreach Services, and Fire Administration (City of Montebello 2023b). The MFD has three fire stations serving the Plan Area located at 600 North Montebello Boulevard, 1166 South Greenwood Avenue, and 2950 Via Acosta (City of Montebello 2023b). The Department has a total of 76 full-time and four part-time employees and is equipped with three type 1 engines, one tractor drawn aerial truck, one brush engine, and one California Governor's Office of Emergency Services fire engine (City of Montebello 2023b). The Plan Area does not contain land defined as a Very High Fire Hazard Severity Zone (FHSZ) by California Department of Forestry and Fire Protection (CAL FIRE) (CAL FIRE 2023).

b. Police Protection

The MPD is a full-service law enforcement agency, which includes patrol, investigations, support services, and community outreach programs. The MPD currently has 74 full-time sworn police officers and one police station located at 1600 West Beverly Boulevard (City of Montebello 2023a; City of Montebello 2017). The Chief of Police is responsible for planning, organizing, directing, and coordinating public safety and law enforcement activities in the Plan Area (City of Montebello 2023a).

c. Public Schools

Montebello Unified School District provides public education to the cities of Montebello, Bell Gardens, Commerce, portions of Los Angeles, Monterey Park, Pico Rivera, Rosemead, and South San Gabriel for Kindergarten through 12th Grade. The district includes seven elementary schools, two intermediate schools, and four traditional high schools.

d. Parks

Impacts to recreational facilities and parks are discussed in Section 4.16, *Recreation*.

e. Libraries

The Montebello Library, which is part of the Los Angeles County Library, is located at 1550 West Beverly Boulevard. It is currently open Tuesday through Saturday from 12 p.m. and 8 p.m. The Montebello Library contains 14 computers, four children's computers, seven laptop and hotspot kits, and one early learning computer (Los Angeles County 2023).

4.15.2 Regulatory Setting

a. Federal Regulations

Federal Emergency Management Act

The Federal Emergency Management Act (FEMA) was established in 1979 via Executive Order and is an independent agency of the federal government. In March 2003, FEMA became part of the U.S. Department of Homeland Security with the mission to lead the effort in preparing the nation for all hazards and effectively manage federal response and recovery efforts following any national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

b. State Regulations

AB 16

In 2002, AB 16 created the Critically Overcrowded School Facilities program, which supplements the new construction provisions within the School Facilities Program (SFP). SFP provides State funding assistance for two major types of facility construction projects: new construction and modernization. The Critically Overcrowded School Facilities program allows school districts with critically overcrowded school facilities, as determined by the California Department of Education, to apply for new construction projects in advance of meeting all SFP new construction program requirements. Districts with SFP new construction eligibility and school sites included on a California Department of Education list of source schools may apply.

SB 50

SB 50, the Leroy F. Greene School Facilities Act of 1998, was signed into law on August 27, 1998. SB 50 provides grant funding to school districts for acquisition of school sites, construction of new facilities, or modernization of existing facilities. Grants are funded through a \$9.2 billion state bond measure, Proposition 1A, that was approved by voters during the November 3, 1998 election. An additional \$12.3 million in funding was provided by Proposition 55 that was passed in March 2004. Under SB 50, construction grants are provided at a 50:50 State and local ratio, while modernization grants are provided on a 60:40 ratio, shared between the State and local school district. School districts that are unable to meet any share of the local match requirement may be eligible for additional State funding if they satisfy financial hardship. In addition, SB 50 allows governing boards of school districts to establish fees to offset costs associated with school facilities made necessary by new construction.

California Constitution Article XIII, Section 35

California Constitution Article XIII, Section 35 (a)(2) states: "The protection of public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services." Article XIII, Section 35 of the California Constitution was adopted under Proposition 172, which directed the proceeds of a 0.50 percent sales tax to be used exclusively for public safety services. Therefore, lead agencies are required to use Proposition 172 to supplement local funds and ensure that public safety services, including fire protection, emergency medical services and other public safety services, are provided.

Quimby Act

Local governments in California provide a critical role in the effort to set aside parkland and open space for recreational purposes. California cities and counties have been authorized, since the passage of the 1975 Quimby Act (California Government Code 66477), to pass ordinances requiring that developers set aside land, donate conservation easements, or pay in-lieu fees for park improvements. The Act states that the dedication requirement of parkland can be a minimum of 3 acres per thousand residents or more, up to 5 acres per thousand residents if the existing ratio is greater than the minimum standard. Revenues generated through in-lieu fees collected from the Quimby Act cannot be used for the operation and maintenance of park facilities. In 1982, the Act was substantially amended. The amendments further defined acceptable uses of or restrictions on Quimby funds, provided acreage/population standards and formulas for determining the exaction, and indicated that the exactions must be closely tied (nexus) to a project's impacts as identified through studies required by CEQA. California Open Space Code California State planning law (Government Code Section 65560) provides a structure for the preservation of open space by requiring every city and county in the state to prepare, adopt, and submit to the Secretary of the Resources Agency a "local open-space plan for the comprehensive and long-range preservation and conservation of open-space land within its jurisdiction."

c. Local Regulations

Municipal Code

Montebello has no requirement for providing public open space. The Montebello Parks Master Plan includes a goal to provide 4.0 acres of parks and recreational use per 1,000 residents. Chapter 17.77 of the Montebello Municipal Code establishes the parkland fee required for development within the City.

4.15.3 Impact Analysis

a. Methodology and Significance Thresholds

In determining whether project implementation would result in impacts concerning public services, this analysis considers the existing regulatory framework and baseline conditions characterized by readily available data from the public record, including local planning documents from MPD, MFD, CAL FIRE, the City of Montebello, and the County of Los Angeles.

According to CEQA Guidelines Appendix G, impacts related to public services would be potentially significant if implementation of the proposed Project would:

1. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:
 - a. Fire protection
 - b. Police protection
 - c. Schools

- d. Parks
- e. Other public facilities

b. Project and Cumulative Impacts

Threshold 1.a: Would the proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Impact PS-1 DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT COULD INCREASE THE PLAN AREA'S POPULATION, WHICH COULD INCREASE DEMAND FOR FIRE AND EMERGENCY MEDICAL SERVICES AND POTENTIALLY CREATE THE NEED FOR NEW FIRE SERVICE FACILITIES. HOWEVER, COMPLIANCE WITH POLICIES AND ACTIONS IN THE PROPOSED GENERAL PLAN UPDATE, AND CITY PROGRAMS, WOULD REDUCE IMPACTS RELATED TO FIRE PROTECTION FACILITIES TO A LESS THAN SIGNIFICANT LEVEL.

The proposed Project would, as described in Section 2, *Project Description* and throughout the impact analysis chapters of this EIR, involve land use changes (including increased allowable development density in some areas) that could increase the amount of future development in some parts of the Plan Area compared to existing conditions and conditions expected without adoption of the proposed Project. The proposed Project would not expand Montebello's City limits or extend development into undeveloped areas, but development would occur in the Plan Area that would increase its population. While fire and emergency medical service capacity is primarily based on service area, an increase in population could incrementally increase the number of service calls and could eventually necessitate the need for additional staff and possibly facilities.

The Planning Area would be served with fire protection and emergency medical services provided by MFD. As future buildout occurs in accordance with the project, the City would evaluate operations and deployment of fire services. Future development would be required to meet the fire safety measures administered by the City of Montebello Building Division and specified by the California Building Code. In addition, future development would be required to meet the standard fire code safety and access requirements administered by the MFD and specified by the California Fire Code and Montebello Fire Code. In accordance with standard practices, MFD would review project plans before permits are issued to ensure compliance with all applicable fire and building code standards and ensure adequate emergency access is provided to the site. In conformance with California Constitution Article XIII, Section 35, (a)(2), MFD would maintain acceptable emergency response times (as discussed in Section 4.15.1, *Setting*) through the provision of additional personnel and equipment as needed, as well as potentially constructing new or expanding existing fire and emergency response facilities.

Any new development that would occur under the proposed Project would be required to comply with all applicable federal, State, and local regulations governing the provision of fire protection services, including adequate fire access, fire flows, and number of hydrants. This includes the 2022 California Fire Code, which contains project-specific requirements such as construction standards in new structures and remodels, road widths and configurations designed to accommodate the passage of fire trucks and engines, and requirements for minimum fire flow rates for water mains.

The following General Plan Update policies and actions address fire and emergency medical service:

P6.4 Provide a high level of fire protection service in the community.

A6.4a Maintain an average fire department response time of less than 3 minutes to emergency calls for service.

A6.3b Continue to secure adequate equipment and attract and retain personnel while collaborating with neighboring jurisdictions and partner agencies to adequately respond to emergencies and incidents in all parts of the City.

P6.5 Maintain a current Emergency Operations Plan.

A6.5 Regularly review and update the City's safety plan every two years.

P6.6 Minimize damage and maximize resilience from emergencies.

A6.6a Regularly review and update the City's safety plan every two years.

A6.6d Collaborate with appropriate agencies to identify and inventory all users and handlers of hazardous materials to proactively mitigate potential impacts.

A6.6c Determine the presence of hazardous materials and/or waste contamination prior to approval of new uses and require that appropriate measures be taken to protect the health and safety of site users and the community.

A6.6d Improve public awareness of best practices for and participation in household hazardous waste management and disposal.

A6.6e Partner and collaborate with property owners, businesses, and community groups to develop strategies to protect and minimize risks from existing hazardous material sites to existing nearby sensitive uses.

Population and housing growth carried out under the proposed Project may require the construction of new fire protection facilities or the need for new or physically altered fire protection facilities to meet the fire department's response time goal of less than three minutes called for under General Plan Update policy A6.4a. However, Development Fees and the City's General Fund would support any increased fire department costs that a project would incur, including the construction of new facilities or hiring additional staff.

Any new development under the proposed Project, including the development of fire protection facilities, would also be required to undergo the City's plan review process. City Planning Division staff would determine if a discretionary project would be subject to CEQA and the City's CEQA discretionary review process would reduce the environmental impacts of future projects to a less than significant level.

Mitigation Measures

Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.

Threshold 1.b: Would the proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Impact PS-2 DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT COULD INCREASE THE PLAN AREA'S POPULATION, WHICH COULD INCREASE DEMAND FOR POLICE SERVICES AND POTENTIALLY CREATE THE NEED FOR NEW POLICE SERVICE FACILITIES. HOWEVER, COMPLIANCE WITH POLICIES AND ACTIONS IN THE PROPOSED GENERAL PLAN UPDATE, AND REGULATIONS OF THE MCC, WOULD REDUCE IMPACTS RELATED TO POLICE PROTECTION SERVICES TO A LESS THAN SIGNIFICANT LEVEL.

Police protection services are not “facility-driven,” meaning such services are not as reliant on facilities to effectively patrol a beat as some other public service providers are on facilities to provide their services. An expansion of, or intensification of development within, a beat does not necessarily result in the need for additional facilities if police officers and patrol vehicles are equipped with adequate telecommunications equipment to communicate with police headquarters. However, if the geographical area of a beat is expanded, population increases, or intensification/redevelopment of an existing beat results in the need for new police officers, new or expanded facilities could be needed.

The proposed Project would, as described in Chapter 2, *Project Description* and throughout the impact analysis chapters of this EIR, involve land use changes (including increased allowable development density in some areas) that could increase the amount of future development in some parts of the Plan Area compared to existing conditions and conditions expected without adoption of the proposed Project.

Implementation of the proposed Project would result in intensification of development and an increase in population in the Plan Area. According to the Department of Justice, in 2020 local police departments serving populations of 50,000-249,999 residents employed an average of 1.6 officers per 1,000 residents (U.S. Department of Justice 2022). As of 2023, the Plan Area has 1.2 officers per 1,000 residents. As described in Section 4.15.1, *Environmental Setting*, MPD currently employs 74 sworn officers, and future residential growth under the proposed Project is predicted to increase the Plan Area's total population to 113,338 over approximately the next 20 years (see Section 4.14, *Population and Housing*, for population growth calculations). Assuming the MPD continues to employ 74 sworn officers for 113,338 residents, it would have approximately 0.65 officers per 1,000 residents at this population, as shown in Table 4.15-1. If the Plan Area reaches this projected population of 113,338, the MPD would need to employ 192 officers to meet the national average of 1.6 officers per 1,000 residents, and thus would require an additional 118 officers to reach this goal. Population growth expected under the proposed Project would increase the number of officers that would be needed to reach the national officer to population average.

Table 4.15-1 Officer to Resident Ratio

| Condition | Population | Officers per 1,000 Residents ¹ |
|--|----------------|---|
| Existing | 61,645 | 1.2 |
| Future (approx. 2045) with General Plan Update | 113,338 | 0.65 |
| National Average ² | 50,000-249,999 | 1.6 |

¹ Calculated with the assumption of 74 sworn officers

² Source: U.S. Department of Justice 2022

Although development and population growth carried out under the proposed Project would require additional police officers to maintain officer to population ratios, the structure of the MPD as not “facility driven,” as described above, would not entail the need for new or expanded police facilities to support additional police officers. As such, no new police facilities are anticipated under the proposed General Plan. Furthermore, the proposed General Plan Update includes the following policies and associated implementation actions to ensure adequate police protection in the City of Montebello:

P6.1 Promote crime prevention strategies.

- A6.1a Continue to support crime prevention and neighborhood watch programs throughout the city.
- A6.1b Follow principles for Crime Prevention Through Environmental Design (CPTED) to reduce neighborhood crime and violence.
- A6.1c Reduce opportunities for criminal activity through physical design standards, recreation opportunities, educational programs, and counseling services.
- A6.1d Incorporate natural surveillance principles and best practices into development codes and review processes.

P6.2 Encourage efforts to improve the image of safety in neighborhoods.

- A6.2a Build social relationships within neighborhoods to reduce crime by facilitating community action.
- A6.2b Strongly support community policing efforts.

P6.3 Prevent bicycle and pedestrian accidents.

- A6.3a Design local streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, bicycles, and pedestrians.
- A6.3b Use traffic calming tools to assist in implementing complete street principles. Possible tools include roundabouts, curb extensions, high visibility crosswalks, and separated bicycle infrastructure.

The proposed Project would therefore not result in the need to construct new police facilities. Impacts to police protection service would be less than significant. In addition, implementation of the following General Plan Update policies and actions would further ensure that impacts related to police protection services would be less than significant. Furthermore, development in the Planning Area would be required to show consistency with General Plan policies and implement relevant mitigation measures to reduce impacts. Therefore, these impacts would be less than significant.

Mitigation Measures

Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.

Threshold 1.c: Would the proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

Impact PS-3 EXISTING SCHOOL FACILITIES IN THE PLAN AREA ARE SUFFICIENT TO ACCOMMODATE STUDENTS PROJECTED TO BE GENERATED BY THE PROPOSED PROJECT. WITH PAYMENT OF MANDATORY SCHOOL IMPACT FEES BY DEVELOPERS FOR FUTURE PROJECTS CARRIED OUT UNDER THE PROPOSED PROJECT, IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Impacts to schools are usually determined by analyzing the projected increase in the demand for schools created by a project and comparing the projected increase with the schools' remaining capacities to determine whether new or altered facilities would be required. Impacts on schools would be less than significant with payment of the State Department of Education Development Fee in conformance with AB 2926, which was enacted to provide for school facilities construction, improvements, and expansion.

Pursuant to Section 65995 (3) (h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." With payment of mandatory school impact fees by developers for future projects carried out in the Plan Area, impacts would be less than significant.

Additionally, as stated in the proposed Montebello General Plan Update, Montebello Unified School District forecasts indicate an overall decrease in enrollment over the next 10 years within the elementary, intermediate, and high school grade levels. Furthermore, most population growth expected under the proposed Project would be in multi-family units and would occur in the downtown area and along the corridors. Multi-family units typically have fewer school age children (City of Montebello 2023).

Mitigation Measures

Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.

Threshold 1.d: Would the proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks or other public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

Impact PS-4 DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT WOULD INCREASE THE PLAN AREA'S POPULATION. THIS WOULD INCREASE USE OF PARKS AND POTENTIALLY CREATE THE NEED FOR NEW PARKS AND RECREATION AREAS AND OTHER PUBLIC FACILITIES, SUCH AS LIBRARIES. HOWEVER, COMPLIANCE WITH POLICIES IN THE PROPOSED GENERAL PLAN UPDATE, AND REGULATIONS OF THE MCC, WOULD REDUCE IMPACTS FROM NEW OR PHYSICALLY ALTERED PARKS AND OTHER PUBLIC FACILITIES TO A LESS THAN SIGNIFICANT LEVEL.

Development carried out under the proposed Project is projected to result in approximately 16,893 additional housing units in the Plan Area over the next 20 years. Based on Montebello's estimated average household size of 3.06 persons (DOF 2023), this would lead to an increase of approximately 51,693 residents. As explained in Impact PH-1 in Section 4.14, *Population and Housing*, if the Plan Area's most recent vacancy rate of 2.7 percent is applied to the 16,893 additional housing units, then approximately 456 units of the 16,893 units would be vacant, leaving 16,437 of these housing units occupied, which in turn would lead to a population increase of approximately 50,297 residents. Under either scenario, without additional parks, these new residents would increase use of existing parks. Adding the 51,693 new residents cited above to the Plan Area's 2023 population of 61,645, future residential growth carried out under the Plan is predicted to increase the Plan Area's total population to 113,338. Montebello currently has approximately 125 acres of parkland. This includes 40 acres of mini and neighborhood parks, 39 acres of community parks and centers, and 46 acres of special use and regional park facilities (City of Montebello 2021). The Montebello Parks Master Plan includes a goal to provide 4.0 acres of parks and recreational use per 1,000 residents. As of 2021, Montebello had approximately 1.3 park acres per 1,000 residents (City of Montebello 2021). Increasing the City's population to 113,338 would result in a ratio of 1.10 acres of parkland per 1,000 residents.

Although development and population growth carried out under the proposed Project would require the allocation of new parkland to reach the City's goal of 4.0 acres of parkland per 1,000 residents, development fees and the City's General Fund would continue to support the allocation of parkland and maintenance of parks within Montebello. Additionally, the Proposed General Plan Update contains policies that encourage parkland dedication and conservation easements for trails that support the City's Parks Master Plan and the Green Infrastructure Plan. Proposed General Plan Update policies and actions related to allocation of parkland and maintenance of parks within Montebello include:

A3.1b Encourage parkland dedication and conservation easements for trails that support the City's Parks Master Plan and the Green Infrastructure Plan.

P7.1 Expand park inventory to strive for the standard of 5 acres per 1000 residents.

P7.3 Promote, expand, and protect a green infrastructure that links the natural habitat.

P7.12 Strive for financial resiliency to provide, maintain, & operate parks & recreational programs into an uncertain future.

Because the exact location and nature of future parks are not known at this time, any identification of specific impacts associated with future park development would be speculative. The actual impacts of new recreational facilities would depend upon the precise type and location of such facilities. Therefore, any park or open space developed as a separate project, or in conjunction with a new development proposal, would require a separate, project-specific review (including CEQA review when the project requires any discretionary approval) that would address any project-specific impacts that may have an adverse physical effect on the environment.

Future development carried out under the proposed Project would result in an increase in population which would result in an increased demand for other public facilities such as libraries. While increased demand for such facilities may result in the construction of new facilities, the actual impacts of new libraries or other facilities would depend upon the precise type and location of such facilities. Therefore, any such facility constructed as a separate project, or in conjunction with a new development proposal, would require a separate, project-specific review (including CEQA review when the project requires any discretionary approval) that would address any project-specific impacts that may have an adverse physical effect on the environment.

For all the reasons discussed above, physical impacts of the proposed Project from additional parks or other public facilities, such as libraries, would be less than significant.

Mitigation Measures

Implementation of policies and actions from the required compliance with General Plan Update policies and actions and existing regulations, would reduce impacts to a less than significant level, no mitigation is required.

Cumulative Impacts

The cumulative impacts assessment area for public services and recreation consists of Los Angeles County. Los Angeles County, including its incorporated cities, is an appropriate area for these cumulative impacts assessment, because the public services and recreational facilities that serve the Plan Area are within Montebello or surrounding areas of Los Angeles County. While some residents of future development envisioned in the proposed Project could potentially travel to parks outside the county, this use would be occasional and negligible. Accordingly, Los Angeles County is appropriate for the cumulative impacts analysis to recreational facilities, in addition to the public services addressed in this EIR section.

As discussed above in Section 4.10.1, *Setting*, fire service in Montebello is provided by the MFD. Accordingly, because the Plan Area encompasses the city of Montebello, the proposed Project's effects on fire services would not combine with effects from projects elsewhere in Los Angeles County. Additionally, because the proposed Project is inclusive of reasonably foreseeable development in the Plan Area, the impacts identified and discussed above in Section 4.15.3, *Impact Analysis*, would also be the cumulative impact on facilities operated by the MFD. As described in Section 4.15.3, impacts related to the expansion or construction of new fire protection services and facilities would be less than significant. Thus, cumulative impacts would also be less than significant.

As discussed above in Section 4.10.1, *Setting*, police protection services in Montebello are provided by the MPD. Accordingly, because the Plan Area encompasses the city of Montebello, the proposed Project's effects on fire services would not combine with effects from projects elsewhere in Los Angeles County. Construction of a new or expanded police facility in the county could result in potentially significant cumulative impacts, as the Plan Area may contain some sensitive

environmental resources,. But, as described in Section 4.10.3, *Impact Analysis*, new public facilities in the Plan Area, including police facilities, would be subject to environmental review and mitigation to reduce potentially significant impacts. This is also the case with libraries, as people take residency elsewhere in Los Angeles County but increase demand on library facilities. Accordingly, the proposed Project would not have a cumulatively considerable contribution to the potentially significant cumulative impact from construction or expansion of police facilities or libraries.

Other reasonably foreseeable future residential development outside the Plan Area would increase enrollment in schools throughout the Plan Area. Much like the analysis above described for new police facilities, if warranted, the construction of schools could have potentially significant cumulative impacts, because various sensitive environmental resources exist throughout the Plan Area. However, the proposed Project focuses development in urbanized areas of Montebello, where these resources are less likely to be encountered or exist. Additionally, applicants of future development projects in the Plan Area must pay State-mandated impact mitigation fees to provide funding for additional schools to serve the area, pursuant to SB 50. Pursuant to Section 65995(h) of the California Government Code the payment of statutory fees “is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization.” Accordingly, the proposed Project would have a less-than-significant cumulative contribution to cumulative impacts.

Other reasonably foreseeable development in Los Angeles County but outside the Plan Area would increase use of recreational facilities. However, given the abundance of outdoor recreational areas and parks in the county, increased use would not mandate the construction or expansion of parks. Minor additions to parks would happen in accordance with park Master Plans and visions, which would potentially be updated periodically as the cumulative impact assessment area is developed. However, additions to parks would generally occur within existing parks and would either be categorically exempt from CEQA (i.e., understood to have less-than-significant cumulative impacts), or would be subject to environmental review and provision of mitigation to reduce potentially significant impacts, pursuant to CEQA. Accordingly, potential cumulative impacts related to recreational facilities would be less than significant.

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4.16 Recreation

This section analyzes potential impacts on and from recreational resources resulting from implementation of the proposed Project. The analysis is based on policies from the proposed General Plan Update, relevant elements of Montebello’s currently adopted General Plan (namely the 1973 Open Space Element and the 1993 Parks and Recreation Element), and the 2021 Montebello Parks Master Plan.

4.16.1 Environmental Setting

According to the 2021 Montebello Parks Master Plan, the City of Montebello (the Plan Area) is approximately 5,376-acres and currently has approximately 125 acres of parkland. This includes 40 acres of mini and neighborhood parks, 39 acres of community parks and centers, and 46 acres of special use and regional park facilities (City of Montebello 2023). Parks, open spaces, and facilities outside of, but adjacent to, the Plan Area include Whittier Narrows, Bosque Del Rio Hondo, Legg Lake, Rio Hondo Park, and Veterans Memorial Park. These facilities are within a half-mile or 10-minute walk from the Plan Area’s border, and thus also available to Montebello residents.

a. Definitions

The Plan Area has a range of private and public open space types of varying character and function. Table 4.16-1 below explains the types and their character and function. The Plan Area, while surrounded by natural features, is largely built out, with little undeveloped land. The Plan Area’s parks and open space network is comprised of the following elements:

Table 4.16-1 Park and Open Space Typology

| Scale | | Open Space Typology | Character and Function |
|--------|--------------|---------------------|--|
| Public | Regional | Wilderness | Natural environments rich in wildlife that are left in the natural state. |
| | | Greenway | A network of spaces that includes pathways for walking and biking while also allowing wildlife to move through urban areas. Typically found along creek corridors. |
| | City | Community Park | A large area for active recreation that includes sports fields and community facilities such as swimming pools. |
| | Neighborhood | Neighborhood Park | A mid-sized informal public space, often the focal point of the neighborhood. The green is enclosed by buildings, used for unstructured recreation, and planted with grass and trees. |
| | | Square | A formal public space, no larger than a block, located at the focal point of civic significance, enclosed by key buildings, typically hard paved and allows passive recreation. |
| | | Plaza | A public space circumscribed by civic or commercial frontages, with formal landscaping. |
| | | Community Garden | A semi-private grouping of garden plots available for small-scale cultivation by residents of apartments and other dwelling types without private gardens. Community gardens strengthen community bonds, provide food, create recreational and therapeutic opportunities and promote environmental awareness and education. |

| Scale | | Open Space Typology | Character and Function |
|---------|---------------------|---------------------|--|
| Public | On the Block | Quadrangle | A private open space enclosed by buildings accessible by a small opening to the street. |
| | | Pocket Park | A fenced area for child’s play within walking distance to nearby homes, closely overlooked by residents. The play areas contain soft and hard surfaces, play equipment, and benches with ample shade provided by tree cover. |
| | | Parklet | A parklet is an expansion of the sidewalk into one or more on-street parking spaces to provide new streetscape features such as seating, planting, bicycle parking, or elements of play. |
| Private | On the Lot | Courtyard | A public or private open space surrounded by walls or buildings. The court is paved or landscaped. |
| | | Terrace | A private outdoor extension of a building above ground level that is used for gardening, entertaining, outdoor cooking, or relaxation. |
| | | Yard | A private landscaped area of a lot. Typically, the area is free of buildings and structures. Exceptions include permitted encroachments such as porches, patios, and terraces. Portions of the private yard may be used as a kitchen-garden for small-scale cultivation of food. |
| | Within the Building | Patio | A private outdoor space that adjoins a residence and is typically paved. |
| | | Roof Garden | Roof gardens are useful in urban situations where yards may not be available. Roofs are also useful for small-scale cultivation. |

Source: City of Montebello. *General Plan Public Review Draft*. 2023.

b. Existing Conditions

As of 2021, Montebello has 125 acres of parkland, with 1.3 park acres per 1,000 residents (City of Montebello 2021). The Plan Area features several recreational facilities that provide the community recreational opportunities. These facilities include:

- Acuña Park provides 6.23 acres of open space, picnic areas, and a playground.
- Ashiya Park provides a basketball court, open space, picnic areas, and two playgrounds covering approximately 7.93 acres.
- Bicknell Park provides an Armenian Genocide monument and open space covering approximately 5.88 acres.
- The Catherine Hensel Youth Center provides indoor sports facilities, including basketball courts.
- Chet Holifield Park includes ballfields, basketball courts, a pool, a multi-purpose room, open space, and a playground totaling 6.23 acres. The Chet Holifield Community Center hosts recreation programs and events and is located near the Chet Holifield Los Angeles County Library.
- City Park includes ballfields, an outdoor amphitheater, a basketball court, a fitness court, a futsal court, the George Hensel Aquatic Center, the Montebello Senior Center, the Catherine Hensel Youth Center, open space, pickleball courts, a picnic area, playgrounds, a skate park, tennis courts, and a veteran’s monument, totaling 16.53 acres.
- The George Hensel Aquatic Center offers swimming programs, lap swimming, and swimming lessons, along with hosting swim teams and special programming.

- Grant Rea Park covers 21.8 acres and includes ballfields, a barnyard zoo, batting cages, football/soccer fields, open space, picnic areas, a playground, and a splash pad.
- The Grant Rea Recreation Building serves as a community space for recreational programs, classes, and activities, available for rental by civic groups, non-profit organizations, businesses, and individuals.
- Montebello Golf Course is a 9-hole municipal golf course which covers 72.5 acres (this special use facility is not included in the park per thousand residents standard). The Montebello Golf Course is temporarily closed for improvements and set to re-open in 2024.
- Northridge Mini Park is an open lawn area which covers 0.26 acres.
- Potrero Heights Park covers 1.26 acres and includes a ballfield, the Los Angeles County Senior Center, a multi-purpose room, open space, picnic areas, and a playground.
- The Potrero Heights Senior Center, owned and operated by Los Angeles County, features a modern building with glass roll-up doors and serves as an entrance to Potrero Heights Park.
- Reggie Rodriguez Park includes ballfields, a community center, open space, a picnic area, and a playground, covering approximately 7.6 acres.
- The Reggie Rodriguez Community Center offers a spacious multi-purpose room, a snack bar, rooftop decks, and facilities for non-profit agencies.
- Sanchez Adobe Park includes picnic areas, open space, and the Sanchez Adobe Museum, which showcases the city's oldest standing building and is managed by the Montebello Historical Society.
- Taylor Ranch Park includes basketball courts, a gazebo, open space, picnic areas, and the Ranch Park building, totaling 3.59 acres.

4.16.2 Regulatory Framework

a. State

The primary instrument for protecting and preserving parkland is the State Public Park Preservation Act. Under the Public Resources Code, cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired. This ensures no net loss of parkland and facilities.

Additionally, the Quimby Act was established by the California legislature in 1965 to provide parks for growing communities in California. The Quimby Act authorizes cities to adopt ordinances addressing park land and/or fees for residential subdivisions for the purpose of providing and preserving open space and recreational facilities and improvements. The Quimby Act requires the provision of three acres of park area per 1,000 persons residing within a subdivision or the payment of an in-lieu fee for park or recreational purposes, unless the amount of existing neighborhood and community park area exceeds that limit, in which case the City may adopt a higher standard not to exceed five acres per 1,000 residents. The Quimby Act also specifies acceptable uses and expenditures of such funds.

b. Local

Montebello has no requirement for providing public open space. The Montebello Parks Master Plan includes a goal to provide 4.0 acres of parks and recreational use per 1,000 residents. Chapter 17.77 of the Montebello Municipal Code establishes the parkland fee required for development within the City.

4.16.3 Impact Analysis

a. Methodology and Significance Thresholds

According to Appendix G of the *CEQA Guidelines*, impacts related to recreation from implementation of the proposed project would be significant if it would:

1. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or
2. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

b. Project and Cumulative Impacts

Threshold 1: Would the proposed Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Impact REC-1 DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT MAY INCREASE THE USE OF EXISTING PARKS AND OPEN SPACE, BUT POLICIES IN THE PROPOSED PROJECT PROVIDE FOR DEVELOPMENT OF ADDITIONAL RECREATIONAL FACILITIES AS WELL AS CITY PARK DEDICATION FEES AND DEVELOPMENT IMPACT FEES, WOULD HELP OFFSET RECREATIONAL FACILITY IMPACTS, AND SUBSTANTIAL PHYSICAL DETERIORATION OF RECREATIONAL FACILITIES WOULD NOT OCCUR. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Development carried out under the proposed Project is projected to result in approximately 16,893 additional housing units in the Plan Area over the next 20 years. Based on Montebello's estimated average household size of 3.06 persons (DOF 2023), this would lead to an increase of approximately 51,693 new residents in the Plan Area. This assumes no vacancies in these new housing units. If a vacancy rate were applied this number of new residents would be lower, but for the purpose of analyzing a conservative, "worst-case" scenario, this impact analysis is based on the no vacancy scenario.

The addition of 51,693 new residents to the Plan Area's 2023 population of 61,645, future residential growth carried out under the proposed Project would increase the Plan Area's total population to 113,338. The Montebello General Plan 1993 Parks and Recreation Element (as cited in the 2021 Parks Master Plan) includes a goal to provide 4.0 acres of parks and recreational use per 1,000 residents and Policy P7.1 of the General Plan Update includes a goal to provide 5.0 acres of parks and recreational use per 1,000 residents. According to the City of Montebello's Parks Master Plan, as of 2021 the Plan Area had approximately 1.3 park acres per 1,000 residents (City of Montebello 2021), but using the Plan Area's 2023 population of 61,645 and parks acreage of 125 acres results in a ratio of 2.03 acres of park land per 1,000 residents. Therefore, the existing parkland ratio is below the goal standard by 1.97 acres per 1,000 residents.

Increasing the Plan Area’s population to 113,338 but keeping the parks acreage at 125 acres would result in a ratio of 1.10 acres of parkland parks per 1,000 residents. To meet the City’s goal of 5.0 acres of parkland per 1,000 residents, the City would need to provide an additional 441.7 acres of parkland to reach a total of 566.7 acres. Although population growth from housing development carried out under the proposed Project would require the allocation of new parkland to reach the City’s goal of 5.0 acres of parkland per 1,000 residents (see Policy P7.12). Development fees and the City’s General Fund would continue to support the allocation of parkland and maintenance of parks within Montebello as required in Chapter 17.77 of the Montebello Municipal Code. Additionally, the *Our Active Community* Chapter of the proposed General Plan Update contains policies that encourage parkland dedication and conservation easements for trails that support the City’s Parks Master Plan and the Green Infrastructure Plan, as stated below.

The following policies and actions from the proposed General Plan Update would reduce impacts related to recreation:

- P7.1 Expand park inventory to strive for the standard of 5 acres per 1000 residents.**
- P7.3 Promote, expand, and protect a green infrastructure that links the natural habitat.**
- P7.12 Strive for financial resiliency to provide, maintain, & operate parks & recreational programs into an uncertain future.**

With implementation of policies from the proposed General Plan Update related to recreation, impacts related to recreational facilities would be less than significant.

Mitigation Measures

No mitigation measures would be required beyond compliance with applicable General Plan Update policies and required payment of development fees.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 2: Would the proposed Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Impact REC-2 DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT MAY REQUIRE THE CONSTRUCTION OR EXPANSION OF ADDITIONAL PARKS AND OPEN SPACE, BUT IMPLEMENTATION OF THE POLICIES CONTAINED IN THE PROPOSED GENERAL PLAN UPDATE, AS WELL AS EXISTING CITY PROGRAMS AND THE DEVELOPMENT REVIEW PROCESS, WOULD AVOID OR ADEQUATELY MITIGATE ADVERSE PHYSICAL EFFECTS ON THE ENVIRONMENT FROM SUCH FACILITIES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The proposed Project promotes the addition of parks and open spaces to the community through policies and actions included in the *Our Active Community* Chapter of the proposed General Plan. These policies and actions include expanding the overall parks and recreation system through repurposing public land like excess street space, partnering with other organizations like the Montebello School District, churches, and similar institutional uses for access and joint use of open space and facilities, and other creative means to help address service gaps in available open spaces, including the development of a new trail along the Rio Hondo (see policies P7.1, P7.2, and P7.3). Action 7.2 calls for pursuing additional joint use agreements with local schools for use of their

recreational facilities when schools are not in session. Pursuing new joint use agreements would not create new adverse physical impacts since those facilities are already developed.

While the potential environmental impacts of future development (including recreational facilities) are analyzed, to the extent feasible and relevant, at a programmatic level throughout this EIR, because the exact location and nature of future recreational facilities are not known at this time identification of project-level impacts associated with development of these future facilities would be speculative. The actual impacts of new recreational facilities would depend upon the precise type and location of such facilities. Therefore, any park or open space developed as a separate project, or in conjunction with a new development proposal, would require a separate, project-specific CEQA review that would address any project-specific impacts that may have an adverse physical effect on the environment. For example, discretionary approvals for development of the Rio Hondo trail would require separate CEQA project level environmental review to address any environmental impacts that may result from such development, such as potential water quality or safety impacts. In addition, the proposed General Plan Update includes policies and actions that include enhancements to existing facilities to improve aesthetic qualities and increase the usability of recreational opportunities in the Plan Area for the public. The development of new and/or improved recreational facilities proposed under the General Plan Update would be subject to project specific CEQA analysis.

Implementation of the proposed General Plan Update's policies and actions related to parks and recreation, as well as existing City programs and review processes, including project level CEQA review as applicable, would reduce the potential for significant environmental impacts relating to the development of new or expanded recreational facilities. Therefore, physical impacts associated with the implementation of new and/or improved recreational policies encouraging improved facilities and access to parkland for residents would be less than significant.

Mitigation Measures

The proposed Project's potential impacts related to the provision of recreational facilities would be less than significant impacts with implementation of policies and actions of the proposed General Plan Update, as well as existing City programs and review processes, so no mitigation is required.

Cumulative Impacts

By its nature, a general plan considers cumulative impacts insofar as it considers cumulative development that could occur within a City's Plan Area. In that sense, the analysis of the General Plan Update impacts also constitutes the cumulative analysis. Use of recreational facilities, however, extends beyond jurisdictional boundaries, and regional recreational resources and cumulative impacts to these resources are therefore discussed below.

In addition to the local recreational resources discussed throughout this chapter of the EIR, Plan Area residents have access to recreational resources outside of the Plan Area. Parks, open spaces, and facilities outside of but adjacent to the Plan Area include Whittier Narrows, Bosque Del Rio Hondo, Legg Lake, Rio Hondo Park, and Veterans Memorial Park. These facilities are within a half-mile or 10-minute walk from the perimeter of the Plan Area. The Angeles National Forest is approximately 12 miles to the northeast of Montebello. The Angeles National Forest offers opportunities for hiking, camping, fishing, and other outdoor wilderness activities. Additionally, the Pacific Ocean is 13 miles southwest of the Plan Area and is available for recreational uses.

Plan Area residents, like all residents of the region, have access to these regional recreational facilities as well as the parks and open space within the Plan Area. These regional recreational resources would help meet some of the demand for recreational facilities created by population growth under the proposed Project and other regional population growth, but may also experience some increased use due to that population growth. However, the additional recreational resources envisioned under the proposed Project would help offset local demand, as would both current and planned future recreational facilities in the region. Because the proposed Project would not directly or indirectly substantially contribute to impacts related to the degradation of recreational facilities, it would not substantially contribute to cumulative impacts to recreational resources and the proposed Project would not result in a cumulatively considerable impact to recreational facilities.

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4.17 Transportation

This chapter evaluates the proposed Project's potential impact on the local and regional transportation and circulation system, including its impact on vehicle miles traveled (VMT). The analysis is based on the information included in the Transportation Impact Analysis (TIA) prepared by Kittelson & Associates in September 2023 and included in Appendix B of this EIR.

4.17.1 Environmental Setting

a. Existing Street Network

The scope of the TIA was developed by Kittelson & Associates in coordination with Rincon Consultants and the City of Montebello. For this analysis, the five intersections and 14 roadways identified below were selected for evaluation based on anticipated traffic associated with intensification of land uses and discussions with City Engineering staff.

Intersections

1. Montebello Boulevard & Paramount Boulevard
2. Montebello Boulevard & W Beverly Boulevard
3. Montebello Boulevard & Whittier Boulevard
4. Greenwood Avenue & E Washington Boulevard
5. Garfield Avenue & Via Campo

Roadway Segments

1. Garfield Avenue between Via Campo and Via Paseo
2. Beverly Boulevard between Vail Avenue and Greenwood Avenue
3. Whittier Boulevard between Vail Avenue and Greenwood Avenue
4. Wilcox Avenue between Beverly Boulevard and Whittier Boulevard
5. Mines Avenue between Vail Avenue and Greenwood Avenue
6. Washington Boulevard between Vail Avenue and Greenwood Avenue
7. Greenwood Avenue between Union Street and Oakwood Street
8. Telegraph Road west of Greenwood Avenue
9. Montebello Boulevard between Avenida De La Merced and Liberty Avenue
10. Montebello Boulevard between Beverly Boulevard and Whittier Boulevard
11. Montebello Boulevard south of Olympic Boulevard
12. Whittier Boulevard between Montebello Boulevard and Poplar Avenue
13. Lincoln Avenue north of Avenida De La Merced
14. Poplar Avenue between Beverly Boulevard and Whittier Boulevard

b. Analysis Scenarios

The following scenarios were reviewed and developed to provide VMT and roadway segment forecasts:

- **2023 Existing Conditions:** corresponds to an interpolation between the Southern California Association of Governments (SCAG) model 2012 base year and the 2045 forecast conditions
- **2045 No Project:** corresponds to 2045 horizon year conditions under the current General Plan. It consists of the adopted General Plan network and land uses and assumes allowable land use buildout with current zoning. Outside of the Plan Area, the forecasts use the 2040 SCAG Regional Transportation Plan (RTP) land use forecast
- **2045 With Project:** corresponds to 2045 conditions with maximum development potential with the proposed Project. Outside of the Plan Area, the forecasts use the 2040 SCAG RTP land use forecast

Roadway segment Level of Service (LOS) is reported for these analysis scenarios, but this information is not used to identify significant project impacts. Senate Bill (SB) 743 eliminated the use of LOS for CEQA impact analysis purposes and road capacity analysis is not included in the TIA. Under CEQA, the primary quantitative measure to evaluate transportation impacts is VMT. The TIA provides an analysis of potential transportation impacts under current CEQA criteria.

c. Analysis Methodologies

The transportation impact analysis methodology includes a combination of quantitative and qualitative evaluations of the roadway, bicycle, pedestrian, and transit components of the transportation system. All analysis presumes that future background travel conditions remain relatively constant and do not account for potential changes associated with disruptive trends such as increased use of transportation networking companies, which include Uber and Lyft, internet shopping, other internet related activities, automated vehicles (AVs), and micro-transit services.

The SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) travel demand model was used to estimate VMT metrics. This version of the SCAG model has been used for VMT analysis in most communities in the SCAG region and is consistent with the requirements from nearby local and regional agencies such as the San Gabriel Valley Council of Governments (SGVCOC), which relies on this model to establish thresholds and findings of significance.

The SCAG model defines a 2040 land use forecast based on the SCAG Regional Transportation Plan. This forecast is generally consistent with the allowable land uses currently in the Plan Area and sphere of influence but does not fully account for the proposed land uses in the Plan Area. To assess the transportation impacts of the proposed Project more completely, a revised future 2045 land use forecast was prepared. A detailed mapping of parcels and allowable development was compiled to determine the development potential of each parcel in the focus areas shown on Figure 2-5 of this EIR. The proposed square footage of non-residential uses was converted to employment assuming an average of 500 square feet per employee.

d. Regulatory Setting and Significance Criteria

The significance criteria used to evaluate the transportation impacts of the proposed Project are the *City of Montebello Transportation Study Guidelines (2022)* and *CEQA Appendix G Environmental Checklist (2023)*. Specific criteria to be used for identifying potential transportation impacts are identified in Table 4.17-1.

Table 4.17-1 CEQA Significance Criteria

| Impact Categories | CEQA Significance Criteria |
|-------------------------|---|
| Plan Conflict | a. The project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities |
| VMT Impacts | b. The project would conflict or be inconsistent with CEQA Guidelines Section 15064.3, resulting in a VMT-related impact |
| Hazard Impact | c. The project would substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) |
| Emergency Access Impact | d. The project would result in inadequate emergency access |

Source: AEP 2021

For criteria a (Plan Conflict), a review of transit, roadways, bicycle, and pedestrian facilities is provided in the *Existing Conditions* section of this chapter. For criteria b (VMT impacts), the City’s TIA Guidelines recommends detailed thresholds for project and cumulative conditions, as shown in Table 4.17-2. In this case, the proposed Project is expected to result in the addition of approximately 17,200 housing units and 2,200 jobs to the Plan Area.

Table 4.17-2 VMT Significance Thresholds

| Impact Categories | Significance Thresholds |
|-----------------------|---|
| Project Level Impacts | If the proposed Project generates VMT per service population in the horizon year plus project scenario greater than total VMT per service population under existing conditions. If the proposed Project generates VMT per service population in the horizon year plus project scenario greater than total VMT per service population under the no project/current plan scenario. |
| Cumulative Impacts | A significant transportation cumulative impact would occur if the project-level threshold is exceeded, or if the proposed Project is determined to be inconsistent with SCAG’s RTP/SCS |

Note: Service population is typically defined as population plus employment. For campuses, service population is defined as population plus employment plus students. The transportation consultant shall not double count resident students twice in this evaluation (i.e., shall not count students that also live on campus).

Source: City of Montebello 2022

e. Existing Vehicle Miles Traveled Analysis

The SCAG 2016-2040 RTP/SCS travel demand model was used to estimate VMT metrics.

The model has a base year of 2012 and a forecast year of 2040. Use of the 2016 RTP/SCS model is consistent with the requirements from nearby local and regional agencies such as the SGVCOG, which relies on this model to establish thresholds and findings of significance. The SCAG model’s “base conditions” scenario relies on year 2023 travel characteristics and the built environment (such as land use quantities and patterns). The model estimates that approximately 2,971,433 vehicle miles of travel are generated daily in the Plan Area. This estimate reflects trips beginning or ending

in the Plan Area and does not include regional traffic passing through the Plan Area. As shown in Table 4.17-3, the Plan Area VMT per service population is 27.20. In comparison, at the county level, average VMT is 22.96 per service population.

Table 4.17-3 Existing Miles Traveled

| Study Area | VMT Per Service Population |
|--------------------------------|----------------------------|
| City of Montebello (Plan Area) | 27.20 |
| Los Angeles County | 22.96 |

Note Service Population includes residents and employees.
 Source: Kittleson & Associates 2023

f. Roads and Highways – Level of Service

LOS is information that is no longer considered as the basis for determining environmental impacts under CEQA. The LOS information shown in the following sections is for the purpose of assessing roadway and intersection impacts associated with traffic generated by the proposed Project, but for informational purposes only, not for CEQA impact analysis. Table 4.17-4 shows how LOS ranges are defined in terms of volume to capacity ratios.

Table 4.17-4 Level of Service Ranges

| Level of Service (LOS) | Volume to Capacity Ratio |
|------------------------|--------------------------|
| A | 0.00 – 0.600 |
| B | 0.601 – 0.700 |
| C | 0.701 – 0.800 |
| D | 0.801 – 0.900 |
| E | 0.901 – 1.000 |
| F | Over 1.000 |

Existing Conditions

This section discusses existing transportation conditions in the Plan Area including the roadway, transit, bicycle, and pedestrian networks.

Existing Roadway Facilities

FREEWAYS

The following are key freeways that provide direct access to and from the Plan Area via freeway interchanges in the Plan Area, as described below.

- **State Route 60 (SR-60)** is an east-west freeway extending from Downtown Los Angeles/Boyle Heights to the City of Beaumont. SR-60 runs along the Plan Area’s northern boundary and through the northeast corner of the Plan Area. It provides connections to I-5, I-10, US 101, I-710, I-605, SR-57, and other regional freeways. Direct access to and from SR-60 in the Plan Area is provided via ramps at Pomona Boulevard, Via Campo, and Potrero Grande Drive. Along and through the Plan Area the freeway has four general purpose lanes in each direction. The posted speed limit is 65 mph.

- **Interstate 5 (I-5)** is a north-south freeway connecting the Mexican border to the Canadian border, running through California, Oregon, and Washington. I-5 runs along the Plan Area's southern boundary and provides connections to Downtown Los Angeles, southeastern Los Angeles County, and Orange County, as well as connections to I-10, US 101, I-710, I-605, and several other regional freeways. Access to and from I-5 is provided within the Plan Area via ramps at Washington Boulevard, Telegraph Road, Slauson Avenue, and Paramount Boulevard. Along its course adjacent to the Plan Area the freeway has four general purpose lanes in each direction. The posted speed limit is 65 mph.

KEY ROADWAYS

Key roadways in the Plan Area are described below.

- **Greenwood Avenue** is a north-south roadway that runs from Gage Avenue south of I-5 north to the railroad tracks south of Olympic Boulevard, where it splits to become Montebello Boulevard and runs parallel with Montebello Boulevard to Cleveland Avenue. Greenwood Avenue generally has two travel lanes in each direction with a posted speed limit of 40 mph. Free two-hour on-street parking is available on both sides of the road for the majority of the corridor. No bicycle facilities are provided.
- **Montebello Boulevard** is a north-south roadway that runs from Greenwood Avenue north to Montebello Town Center near SR-60. Montebello Boulevard generally has two travel lanes in each direction with a posted speed limit of 40 mph. A two-way center left-turn lane is present for much of the corridor, with raised medians present at several intersections. Free two-hour on-street parking is available on both sides of the street south of Avenida De Le Merced. Class II bicycle lanes are provided between Lincoln Avenue and Montebello Town Center on the northern edge of the Plan Area.
- **Garfield Avenue** is a north-south roadway that runs through the western part of the Plan Area. Garfield Avenue has two travel lanes in each direction with a posted speed limit of 40 mph. Left-turn lanes are provided at all signalized and unsignalized intersections. On-street parking is generally provided on both sides of the street. No bicycle facilities are provided on Garfield Avenue.
- **Beverly Boulevard** is an east-west roadway that runs the entire length of the Plan Area, connecting to Pomona Boulevard in East Los Angeles and running east to Turnbull Canyon in Whittier. Beverly Boulevard has two travel lanes in each direction, except between Via Val Verde and Montebello Boulevard, where three travel lanes in each direction are present. The posted speed limit is 35 mph. A two-way center left-turn lane is provided for much of the corridor, with raised medians present at intersections between Gerhart Avenue and Montebello Boulevard. Free two-hour on-street parking is generally provided on both sides of the street between 9:00 a.m. and 6:00 p.m. on the north side and between 7:00 a.m. and 3:00 p.m. on the south side. No bicycle facilities are provided.
- **Whittier Boulevard** is an east-west roadway that runs through the center of the Plan Area, stretching from the Los Angeles River in the west to Whittier and La Habra in the east. In the Plan Area, Whittier Boulevard has two travel lanes in each direction with a posted speed limit of 30 mph. An intermittent raised median is present along much of the corridor in the Plan Area, from the western City limits at Garfield Avenue to Greenwood Avenue. East of Greenwood Avenue, the road narrows as it enters downtown Montebello. Free two-hour parking is generally provided between 7:00 a.m. and 6:00 p.m. No bicycle facilities are provided.

- **Washington Boulevard** is an east-west roadway that runs through the southern portion of the Plan Area. The roadway stretches from Venice Beach to Santa Fe Springs Road in Whittier where it becomes Whittier Boulevard. In the Plan Area, Washington Boulevard has three travel lanes in each direction with a posted speed limit of 40 mph. A two-way center left-turn lane is provided for much of the corridor. On-street parking is generally prohibited along the corridor west of Greenwood Avenue; east of Greenwood Avenue, on-street parking is allowed except between 4:00 p.m. and 6:00 p.m. Bicycle facilities are not present.
- **Telegraph Road** is an east-west roadway that runs along the southern edge of the Plan Area, parallel to I-5. An off-ramp for northbound I-5 vehicles is present northwest of Gage Road; immediately west of the Plan Area, Telegraph Road provides an on-/off-ramp for northbound I-5. Telegraph Road has two travel lanes in each direction with a posted speed limit of 45 mph. A two-way center left-turn lane is provided along the roadway's length through the Plan Area. On-street parking is prohibited, and no bicycle facilities are present. A pedestrian bridge over I-5 connects Telegraph Road to Bandini Boulevard at Greenwood Avenue.

Roadway Analysis

The TIA evaluates existing and future roadway segment operations using Chapter 16 of the *Highway Capacity Manual (HCM) 6th Edition* (Transportation Research Board 2016). Roadway segments are evaluated using daily service volumes, which may be used to identify how much additional roadway capacity is available. The methodology assigns a qualitative letter grade range from C (stable operation) to E (unstable operation and congestion) that represents the operations of the roadway.

Existing Roadway Conditions

This section provides the data collection methodology and the existing (2023) roadway segment operation analysis for locations in the study area of the TIA.

A LOS analysis is included for non-CEQA purposes to determine if local roadway segments operate acceptably and if the proposed Project would cause any negative effects on local roadway operations. The evaluation of roadway segments incorporates the LOS methodologies as recommended in the City of Montebello Transportation Study Guidelines.

The roadway segment analysis compares the daily traffic experienced by the roadway segment to the roadway classification and associated design capacity. The results are reflected in a volume to capacity (V/C) ratio.

The existing roadway segment analyses are based on traffic counts collected on June 7, 2023. Appendix B of the TIA contains the Intersection Turning Movement Counts Worksheets and Appendix C contains the Roadway Count Worksheets. Traffic volumes for the year 2045 conditions analysis were developed using the SCAG model, as previously discussed. Link volumes from the model were used alongside existing intersection counts to develop 2045 intersection counts, using the post-processing approach from NCHRP 255. The intersection volumes were reviewed and adjusted considering corridor balancing and the growth rate reflected in the model volumes. Existing (2023) average daily traffic (ADT) roadway segment volumes and roadway segment operations are presented in Table 4.17-5. Table 4.17-6 summarizes operations for the roadway segments in the Year 2045 General Plan Update scenario. The City of Montebello strives to maintain vehicular LOS "D" whenever possible but allows LOS E or F operations at specific locations to encourage mixed-use, infill development that is supportive of transit and active transportation.

Table 4.17-5 Existing Roadway Segment Operations

| ID | Location | Facility Type | Number of Lanes | ADT | LOS |
|------|---|---------------|-----------------|--------|-----|
| R-1 | Garfield Avenue between Via Campo and Via Paseo | Arterial | 4 | 28,833 | C |
| R-2 | Beverly Boulevard between Vail Avenue and Greenwood Avenue | Arterial | 6 | 31,405 | A |
| R-3 | Whittier Boulevard between Vail Avenue and Greenwood Avenue | Arterial | 4 | 22,976 | A |
| R-4 | Wilcox Avenue between Beverly Boulevard and Whittier Boulevard | Collector | 2 | 11,635 | C |
| R-5 | Mines Avenue between Vail Avenue and Greenwood Avenue | Collector | 2 | 5,252 | A |
| R-6 | Washington Boulevard between Vail Avenue and Greenwood Avenue | Arterial | 6 | 33,116 | A |
| R-7 | Greenwood Avenue between Union Street and Oakwood Street | Arterial | 4 | 21,255 | A |
| R-8 | Telegraph Road west of Greenwood Avenue | Arterial | 4 | 24,388 | B |
| R-9 | Montebello Boulevard between Avenida De La Merced and Liberty Avenue | Arterial | 4 | 29,461 | C |
| R-10 | Montebello Boulevard between Beverly Boulevard and Whittier Boulevard | Arterial | 4 | 24,405 | B |
| R-11 | Montebello Boulevard south of Olympic Boulevard | Arterial | 4 | 19,018 | A |
| R-12 | Whittier Boulevard between Montebello Boulevard and Poplar Avenue | Collector | 2 | 22,559 | C |
| R-13 | Lincoln Avenue north of Avenida De La Merced | Collector | 2 | 6,810 | A |
| R-14 | Poplar Avenue between Beverly Boulevard and Whittier Boulevard | Collector | 2 | 4,275 | A |

Source: Kittleson & Associates, 2023

Table 4.17-6 Year 2045 General Plan Update Roadway Segment Operations

| ID | Location | Facility Type | Number of Lanes | ADT | LOS |
|------|---|---------------|-----------------|--------|-----|
| R-1 | Garfield Avenue between Via Campo and Via Paseo | Arterial | 4 | 40,600 | F |
| R-2 | Beverly Boulevard between Vail Avenue and Greenwood Avenue* | Arterial | 4 | 34,600 | F |
| R-3 | Whittier Boulevard between Vail Avenue and Greenwood Avenue* | Arterial | 2 | 17,300 | F |
| R-4 | Wilcox Avenue between Beverly Boulevard and Whittier Boulevard | Collector | 2 | 9,200 | B |
| R-5 | Mines Avenue between Vail Avenue and Greenwood Avenue* | Collector | 2 | 7,500 | A |
| R-6 | Washington Boulevard between Vail Avenue and Greenwood Avenue* | Arterial | 4 | 45,600 | F |
| R-7 | Greenwood Avenue between Union Street and Oakwood Street | Arterial | 4 | 26,600 | B |
| R-8 | Telegraph Road west of Greenwood Avenue | Arterial | 4 | 25,800 | B |
| R-9 | Montebello Boulevard between Avenida De La Merced and Liberty Avenue | Arterial | 4 | 34,800 | D |
| R-10 | Montebello Boulevard between Beverly Boulevard and Whittier Boulevard | Arterial | 4 | 23,100 | A |
| R-11 | Montebello Boulevard south of Olympic Boulevard* | Arterial | 4 | 24,800 | B |
| R-12 | Whittier Boulevard between Montebello Boulevard and Poplar Avenue | Collector | 2 | 16,600 | F |
| R-13 | Lincoln Avenue north of Avenida De La Merced | Collector | 2 | 7,800 | A |
| R-14 | Poplar Avenue between Beverly Boulevard and Whittier Boulevard | Collector | 2 | 6,000 | A |

* Indicates a planned transportation network change for the 2045 scenario (roadway configuration change and/or roadway classification change).

Source: Kittleson & Associates, 2023

Overall, five of the study roadway segments do not meet the target LOS D in the Future (Year 2045) scenario:

- R-1. Garfield Avenue between Via Campo and Via Paseo: LOS F
- R-2. Beverly Boulevard between Vail Avenue and Greenwood Avenue: LOS F
- R-3. Whittier Boulevard between Vail Avenue and Greenwood Avenue: LOS F
- R-6. Washington Boulevard between Vail Avenue and Greenwood Avenue: LOS F
- R-12. Whittier Boulevard between Montebello Boulevard and Poplar Avenue: Future LOS F

The City may allow LOS E or F operations at specific locations to encourage mixed-use, infill development that is supportive of transit and active transportation. Three of these locations (R-2, R-3, R-12) are in downtown Montebello, where the Montebello General Plan Update identifies these locations with modified cross-sections to promote multimodal boulevards. These locations may be considered to operate at LOS compatible with a downtown environment that encourages mixed-use, infill development supportive of transit and active transportation. Segment R-1 is not in

Downtown Montebello and is anticipated to operate at LOS F. Segment R-6 is located along the proposed Metro Gold line extension.

Existing Transit Facilities

Montebello Bus Lines provides local bus service in the Plan Area and neighboring cities. Transit riders also have access to Foothill Transit services and Metro bus service in the Plan Area as well as Metrolink rail service at the Montebello/Commerce Station. Transit riders can also access Metro E Line (formerly Gold Line) commuter rail through the Atlantic Station, which is located about 0.6 miles west of the northwest part of the Plan Area.

Transit Lines and Routes

MONTABELLO BUS LINES

Montebello Bus Lines (MBL) provides transportation services to residents of Montebello and neighboring cities. MBL is the third largest municipal bus system in Los Angeles County with a fleet of 66 buses that provide fixed route services along major corridors in Montebello such as Whittier Boulevard, Washington Boulevard, Montebello Boulevard, and Beverly Boulevard.

MBL also provides a Dial-A-Taxi (DAT) service. Residents may ride DAT if they are a resident of Montebello, a senior citizen aged 62 and over, and/or disabled of any age and their attendants. The service utilizes vehicles equipped with wheelchair lifts upon request at the time of scheduling. DAT provides transportation service within the Plan Area and medical trips within the designated DAT boundary service area. Users must register to use DAT by completing an eligibility form. When their eligibility has been certified, they will receive a free ID-CARD. Riders must make a reservation ahead of time. The DAT service is available 24 hours a day, seven days a week, including holidays.

MBL is also responsible for the operation of "Montebello LINK," which offers curb-to-curb shuttle service to and from the Montebello Metrolink Station and employment centers in Bell, Commerce, Montebello, Monterey Park, Pico Rivera, and Rosemead. The service is scheduled to meet each arriving and departing Metrolink train. In addition to providing transportation services, the department also provides transit services to the Montebello Metrolink Station and over 800 bus stops. MBL secures dedicated transportation funding from federal, state, and local agencies to provide public transit services.

METRO

Metro provides bus, light rail, and heavy rail service throughout Los Angeles County. As part of this service, Metro operates several bus routes in the Plan Area (routes 18, 62, 66, 68, 108 and 176). However, Metro currently does not provide rail service through the Plan Area. The closest LA Metro rail station is the Atlantic Station, which serves as the terminus of the E Line. The Atlantic Station is in East Los Angeles, approximately 0.6 miles west of the northwest part of the Plan Area.

METROLINK

Metrolink provides commuter regional rail transit service to the counties of Los Angeles, San Bernardino, Orange, Ventura, Riverside, and San Diego. The Montebello/Commerce Station, which is on the Riverside Line, is in the west part of the Plan Area, south of Olympic Boulevard near the Plan Area's boundary with the City of Commerce. Metrolink operates service on the Riverside Line

Monday through Friday. from 4:35 AM to 4:30 PM, five inbound (Riverside to Los Angeles) trains; from 1:20 PM to 7:28 PM, five outbound (Los Angeles to Riverside) .

Metrolink users can utilize several amenities at the Montebello/Commerce Station. There are 267 parking spaces, and parking is free with a 72-hour time limit. There is also a drop-off area and 15-minute short-term parking spots. Bike racks are available for bicyclists (secure-long-term bike lockers are not provided). In the eastern portion of the station are several bus bays with shaded shelters and benches serving three bus routes (Metro 18, Metro 66, and MBL 70) and the Montebello Link service.

In addition to Riverside Line service at the Montebello/Commerce Station, the Metrolink Commerce Station is located approximately one mile southwest of Montebello and provides service along the Orange County Line.

Local Bus Stops

LA Metro and MBL bus stops in the Plan Area generally include some amenities, which may include a shelter, bench, signage, and a garbage can. The majority of stops on Whittier Boulevard include shelters, but shelters are only present intermittently along other corridors. In addition, some stops lack other amenities. Bus stops along Montebello Avenue north of Lincoln Avenue generally only include a signpost with no bench or shelter.

Park and Ride

The Taylor Ranch Park & Ride parking lot is located at the northwest corner of the Montebello Boulevard and Lincoln Avenue intersection and includes a stop for MBL Route 90. Parking at the lot is reserved for transit and rideshare users between 5:00 AM and 9:00 AM Monday through Friday. There are approximately 80 parking spaces, including six handicapped spaces.

Rail Station Access

Pedestrian and bicyclist accessibility to the Montebello/Commerce Metrolink Station is generally limited. While sidewalks are provided from Flotilla Street into the station, the crosswalk at the station access driveway is a standard crosswalk rather than a high-visibility crosswalk (such as those within the station). In addition, pedestrians do not have a marked crosswalk to cross Flotilla Street at that location. Pedestrians walking to the station along roads such as Flotilla Street and Vail Avenue face several barriers such as rail crossings and a lack of marked crosswalks. Bicyclists accessing the station can utilize dedicated bicycle lanes along the station access road. However, these lanes are narrow in some locations (3.5 feet wide including the gutter). In addition, the inbound bike lane does not start at the Flotilla Street driveway but rather starts 300 feet inside the station area. These conditions present barriers for both bicyclists which must share the access road with cars accessing the parking lot or drop-off area, and buses accessing the bus bays. Outside of the station area, there is a lack of dedicated bike lanes along roads to and from the station.

The LA Metro E Line Atlantic Station is on Pomona Boulevard in East Los Angeles, approximately 0.6 miles west of the northwest part of the Plan Area. Pedestrians and bicyclists accessing the station from Montebello can use either Beverly Boulevard or Via Campo Street. While both roads consistently provide pedestrian amenities such as sidewalks and marked crosswalks, they lack dedicated bikeways.

Regulatory Framework

a. Federal

The US Department of Transportation (USDOT) provides a number of grant programs, primarily for the construction and upgrading of major highways and transit facilities. Many of these grants are administered by the state and regional governments. Use of federal grant funding also invokes the National Environmental Protection Act in some cases. The Federal Highway Administration sets design standards (such as interchange spacing) for interstate highways such as I-5. The Federal Railroad Administration within the USDOT establishes safety rules regarding the operation of railroads (e.g., maximum train speeds, maximum allowed highway crossing blockage time).

b. State

Senate Bill 743 – Transportation Impacts

Adopted in 2013, SB 743 required the Governor’s Office of Planning and Research (OPR) to develop new CEQA Guidelines that address transportation impact metrics under CEQA. Subsequently, Section 15064.3 was added to the CEQA Guidelines, requiring transportation impact analysis to be based on VMT instead of a congestion metric (such as LOS) and stating that a project’s effect on automobile delay shall not constitute a significant environmental impact, as previously required. In December 2018, OPR published a Technical Advisory on Evaluating Transportation Impacts, including guidance for VMT analysis (OPR 2018). The Office of Administrative Law approved the updated CEQA Guidelines and lead agencies were given until July 1, 2020, to implement the updated guidelines for VMT analysis.

Assembly Bill 1266 – Traffic Control Devices: Bicycles (2019)

Assembly Bill 1266 requires California Department of Transportation (Caltrans) to provide guidance on the ways in which to notify bicyclists that they are allowed to traverse straight through an intersection when a right-turn-only lane requires vehicles to turn. Caltrans will be required to develop standards on lane striping, regulatory signage, and pavement markings in these scenarios.

c. Local

San Gabriel Valley Greenway Network Strategic Implementation Plan

The San Gabriel Valley (SGV) Greenway Network Strategic Implementation Plan builds upon the SGVCOG’s Active Transportation Planning Initiative’s Greenway Network Feasibility Study, which will transform the storm channels, washes, and creeks that feed into the San Gabriel and Rio Hondo Rivers into a modernized network of bicycle and pedestrian pathways in the San Gabriel Valley. The goals of the plan include:

- Improve mobility and recreational opportunities for people with disabilities, youth and the aging population, bicyclists, pedestrians, and equestrians
- Reduce vehicle miles traveled and associated greenhouse gas emissions
- Integrate stormwater capture and water management opportunities
- Enhance natural habitats and enrich community well-being

Montebello Hills Specific Plan

The Montebello Hills Specific Plan was adopted in 2015 to plan for an infill residential development in northern Montebello, south of Montebello Boulevard and southwest of San Gabriel Boulevard, south of State Route 60. This specific plan ensures that infrastructure and public facilities appropriately serve the community by preserving open space, creating a range of housing options, creating walkable neighborhoods, and providing a variety of transportation options. A master circulation plan is included that outlines existing and proposed roads and improvements, as well as conceptual designs for street cross sections and roundabouts. This specific plan does not anticipate changes to the Plan Area's circulation network outside of its own specific plan area and is consistent with the City's adopted and proposed citywide circulation maps.

Montebello Capital Improvements Program

The Public Works Department maintains and improves the City's infrastructure through the Capital Improvements Program (CIP). According to the FY 2018-2019 CIP budget, projects include intersection safety improvements at intersections such as traffic signal and improvements along Beverly Boulevard and Montebello Boulevard such as Americans with Disabilities Act (ADA) access ramp improvements.

4.17.2 Impact Analysis

a. Methodology and Significance Thresholds

Vehicle Miles Traveled

Section 15064.3 of the CEQA Guidelines states that a project's effect on automobile delay shall not constitute a significant environmental impact, as previously required under CEQA, and VMT is now the required metric to be used for identifying CEQA impacts and mitigation, instead of a congestion metric (such as LOS). Section 15064.3 of the CEQA Guidelines refers to VMT as the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact. Criteria for analyzing transportation impacts includes the following:

- **Land Use Projects.** Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in a project area compared to existing conditions should be presumed to have a less than significant transportation impact.
- **Transportation Projects.** Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.

- **Qualitative Analysis.** If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.
- **Methodology.** A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.

While some jurisdictions may choose to retain LOS standards as one of a project's condition of approval, CEQA impacts and/or mitigation measures are no longer based on changes to LOS.

VMT was chosen as the primary metric to better integrate land use and multimodal transportation choices, and to encourage alternative transportation, greater efficiency, and reduced GHG emissions. OPR's Technical Advisory on Evaluating Transportation Impacts provides technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures (OPR 2018). OPR offers a generalized recommendation of a 15 percent reduction below existing VMT as a threshold of CEQA significance. Trip- or tour-based VMT analysis is recommended over boundary-based VMT analysis as the established and most appropriate methodology for analyzing VMT impacts under CEQA. Trip-based assessment of VMT captures the full extent of the vehicle trip length, including the portion that extends beyond the jurisdictional boundary. VMT impacts are assessed by quantifying trips to or from a jurisdiction, which start or end within the jurisdiction. Conversely, a boundary-based assessment of VMT impacts is quantified by the length of the vehicle trips that occur within the boundaries of a jurisdiction.

As noted in the current CEQA Guidelines, agencies are directed to choose metrics that are appropriate for their jurisdiction to evaluate the potential impacts of a project in terms of VMT. The guidance provided thus far relative to VMT significance criteria is focused on residential, office, and retail uses.

The 2016 RTP/SCS travel demand model was used to estimate VMT metrics. This version of the SCAG model has been used for VMT analysis in most communities in the SCAG region. The model has a base year of 2012 and a forecast year of 2040. Use of the 2016 RTP/SCS model is consistent with the requirements from nearby local and regional agencies such as the SGVCOG, which relies on this model to establish thresholds and findings of significance. The SCAG model's "base conditions" scenario relies on year 2023 travel characteristics and the built environment (such as land use quantities and patterns). The model estimates that approximately 2,971,433 vehicle miles of travel are generated daily within the City of Montebello (the Plan Area). This estimate reflects trips beginning or ending within the Plan Area and does not include regional traffic passing through the area. The citywide home-based VMT per service population is 27.20. In comparison, at the county level, the average VMT is 22.96 per service population.

The TIA assesses the VMT characteristics of the adopted General Plan and the proposed Project conditions in the 2045 planning horizon year to identify if the proposed Project would result in VMT impacts. The applicable VMT significant impact thresholds are described above. Existing (2023) VMT

and future VMT were estimated using SCAG's travel demand model. The VMT for the proposed Project was determined for the transportation analysis zones (TAZs) that most closely represent the study area/Plan Area.

The SCAG regional travel model evaluates travel throughout the six-county SCAG region. The model groups land uses in the region into TAZs, and then uses a series of calculation steps to estimate travel associated with the land uses and transportation network.

- **Trip Generation:** How many daily trips by trip purpose are generated by each land use in each TAZ.
- **Trip Distribution:** How many trips of each type of travel to each other TAZ.
- **Mode Choice:** Which travel modes are used by people of different demographic categories for trips of different purposes between each origin and destination, including auto, transit, bicycle and walk modes.
- **Time of Day:** Which trips are made during peak hours versus off-peak hours.
- **Trip Assignment:** Which routes are used by each vehicle trip or transit trip.

The daily activity patterns in the travel model are based on a statistical analysis of a household travel survey, where a representative sample of households were asked to track all daily activities and trips by all members of their household. The travel model was calibrated to these surveyed travel patterns, and also validated by its ability to replicate counted traffic volumes, transit ridership, and total VMT from traffic count sources.

The proposed Project's impact analysis and Cumulative Year forecasts are studied according to CEQA Guidelines Appendix G, which states that impacts related to transportation would be potentially significant if implementation of the proposed Project would do any of the following:

- Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities
- Conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)
- Result in inadequate emergency access

b. Project and Cumulative Impacts

Threshold 1: Would the proposed Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Impact T-1 BECAUSE THE PROPOSED GENERAL PLAN UPDATE INCLUDES POLICIES THAT SUPPORT PUBLIC TRANSIT, BICYCLE IMPROVEMENTS, AND IMPROVEMENTS TO PEDESTRIAN FACILITIES, AND NUMEROUS POLICIES SUPPORTING COMPLETE STREETS AND PROMOTING USE OF TRANSIT AND ACTIVE TRANSPORTATION, THE PROPOSED PROJECT WOULD NOT CONFLICT WITH A PROGRAM, PLAN, ORDINANCE OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE AND PEDESTRIAN FACILITIES. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Pedestrian, Transit, and Bicycle Facilities

The *Our Accessible Community* chapter of the proposed General Plan Update provides a comprehensive system of bicycle lanes, trails, and pathways to enhance pedestrian, transit, and bicycle and pedestrian connectivity in the Plan Area. Additionally, the chapter identifies a series of policies and actions to ensure the integrity and service levels of these facilities are maintained.

The following policies and actions from the proposed General Plan Update relate to pedestrian, transit, and bicycle infrastructure:

P4.1 Support and promote walking, biking, and other nonvehicular modes as an alternative to driving within Montebello.

- A4.1a Prepare and adopt an active transportation plan (ATP) with bicycle and pedestrian improvements built upon the San Gabriel Valley Council of Government (SGVCOG) recommendations.
- A4.1b Balance the provision of on-street bike lanes and regional bikeways along arterial roads with on-street bike routes/boulevards and local-serving bikeways along residential streets.
- A4.1c Coordinate with adjacent jurisdictions to ensure that the City's bikeways are connected and consistent with existing and planned bikeways at the City limits.
- A4.1d Facilitate non-motorized connectivity to key destinations in the city through bicycle- and pedestrian-oriented wayfinding signage.
- A4.1e Improve access to the Rio Hondo River Trail by opening additional access points and positioning wayfinding between the trail and key destinations in Montebello.
- A4.1f Require new development projects to provide adequate bicycle and pedestrian access, plus the provision of safe and secure bicycle parking.
- A4.1g Enhance the pedestrian and bicycle experience in the Downtown Specific Plan area and other key destinations through amenities such as wide sidewalks, low-stress bikeways, landscaping, pedestrian-oriented lighting, high-visibility crosswalks, and other improvements.

P4.3 Foster multimodal accessibility between transit services and destinations within the city.

- A4.3a Improve walking and bicycling access to the existing Metrolink Montebello/Commerce Station and the future Gold Line Greenwood Station.

A4.3c Create small-scale mobility hubs at key multimodal transfer points. Mobility Hubs can serve as focal points for local micromobility and wayfinding networks, with amenities such as: transit and bike route information; bike repair stations; shade; and pedestrian-scaled lighting and wayfinding.

P4.5 Provide a network of complete streets that are safe and accessible for all transportation modes and users, including those with impaired mobility, with a system of multimodal and context-appropriate roadways that support a shift to alternative travel modes and a reduction in VMT.

A4.5a Develop and formally adopt a citywide Complete Streets Ordinance.

A4.5b Utilize a Complete Streets approach that acknowledges all users when improving existing transportation facilities or designing new transportation facilities in the city.

A4.5c Adopt and implement updated roadway classifications that reflect the various multimodal needs and land use contexts in different areas of the city including the downtown area.

A4.5d Consider the implementation of two-way center turn lanes and raised medians along currently undivided roadways to improve traffic flow, safety, and crossing distances.

A4.5e Implement active transportation improvements when roadways are undergoing rehabilitation, resurfacing, or other modifications.

Examples of active transportation improvements include high visibility crosswalks and bike lanes.

P4.6 Balance local and regional vehicular throughput needs, as well as their effects on other modes of travel.

A4.6d As appropriate, establish flexible vehicular operational standards along facilities that serve mixed-uses and are key to bicycle and pedestrian connectivity, such as within the Downtown Specific Plan area.

A4.6f Reclassify roadways under the City's functional classification so that they better complement their surrounding land use context and provide the street space to better serve future bicyclists, pedestrians, and transit users.

P4.7 Prioritize the safety of all modes and users when designing and developing the citywide transportation network.

A4.7b Explore opportunities to provide grade-separated bicycle and pedestrian crossings at locations where railroad tracks serve as a barrier to direct walking and bicycling connectivity, such as residential streets cut off by railroad tracks.

A4.7d As the future Gold Line routing and station plans are finalized, work with LA Metro to ensure safe pedestrian access, minimize disruptions to local circulation, and conflicts with other modes.

A4.7e Encourage Caltrans to provide safe pedestrian crossings and other facilities at freeway ramps.

A4.5h Monitor and implement improvements as needed for safe walking and bicycling access to schools.

A4.5i Utilize educational strategies to improve awareness of safe walking, biking, and driving habits.

P4.8 Ensure the City's transportation network and planning efforts incorporate new transportation technologies while also preparing for the needs of potential future technologies and modes.

A4.8a Incorporate micromobility services such as bicycle- and scooter-share into first/last mile improvements.

Mobility Element actions A4.1d, A4.1f, A4.1g, A4.3a, and A4.6f would create and improve pedestrian, transit, and bicycle infrastructure. In addition, Mobility Element policies P4.1, P4.3, P4.6, P4.7 and P4.8 and their associated actions, call for providing Mobility Hubs and First Mile/Last Mile Connections for the City and improving pedestrian, transit, and bicycle connectivity throughout the community.

Additionally, the General Plan Update includes Policy P4.5 to promote a network of complete streets that are safe and accessible for all transportation modes and users. The proposed Project references and incorporates the San Gabriel Valley Regional Active Transportation Plan and Greenway Network Study (ATP study), which includes recommendations for the Plan Area. The ATP study identifies that the Plan Area generally lacks bikeways and that there are opportunities to improve access to the Rio Hondo Path. The proposed General Plan Update includes new planned bike facilities on several key roadways including but not limited to Washington Boulevard, Mines Avenue, Whittier Boulevard, Beverly Boulevard, Lincoln Avenue, and Wilcox Avenue.

The proposed Project would also implement a network of complete streets to enhance the pedestrian experience by providing a more walkable and denser environment, especially in Downtown Montebello. Specifically, the proposed General Plan Update proposes modifications to sections of Washington Boulevard, Beverly Boulevard, Whittier Boulevard, and Lincoln Avenue that reduce the number of vehicular travel lanes while adding amenities for pedestrian and cyclists such as landscaping, parking, and bike lanes. The proposed General Plan Update also includes policies that would promote safety such as working with LA Metro and Caltrans to improve pedestrian crossings. By enhancing the experience for pedestrians and cyclists and promoting the implementation of multi-modal facilities, the proposed Project would not conflict with roadway policies adopted by the City of Montebello.

In summary, the proposed General Plan Update includes policies that support public transit, bicycle improvements, and improvements to the pedestrian facilities by expanding the network and coordinating with regional agencies. A review of the proposed Project's land use and circulation characteristics revealed no potential policy inconsistencies or conflicts with policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities or the performance or safety of those facilities. Additionally, the proposed General Plan Update has numerous policies supporting complete streets and to promote use of transit and active transportation. Therefore, with respect to conflicts with circulation system policies, impacts would be less than significant.

Mitigation Measures

Implementation of policies and actions from the proposed General Plan Update would reduce impacts to a less than significant level, no mitigation is required.

Threshold 2: Would the proposed Project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

IMPACT T-2 IMPLEMENTATION OF THE PROPOSED PROJECT WOULD DECREASE PER SERVICE POPULATION VMT AND WOULD THEREFORE RESULT IN NO VMT IMPACT UNDER EXISTING AND CUMULATIVE CONDITIONS. THE PROPOSED PROJECT WOULD THEREFORE NOT CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES SECTION 15064.3, SUBDIVISION (B), AND THERE WOULD BE NO IMPACT.

VMT statistics were calculated for existing and future scenarios, encompassing the Plan Area/City of Montebello. Table 4.17-7 summarizes the VMT results for existing and future conditions without and with the proposed Project.

As shown in Table 4.17-7, the proposed Project results in the highest total VMT compared to existing and future scenarios. While it results in the highest VMT, it provides the lowest VMT per service population. In other words, future conditions with the proposed Project would result in decreased VMT per service population in comparison to 2023 existing conditions and in comparison, to future No Project conditions. The reductions from the base year to the future year indicate that future development, in particular planned mixed-use development, will provide more opportunities for Montebello residents and employees to access jobs and services within shorter distances. The shorter trip distances reduce VMT by vehicles and increase the likelihood that trips will be made by non-auto modes such as bicycling and walking. Improved transit service and accessibility to transit also help to reduce VMT even as travel activity increases.

A significant impact would occur if either of the following conditions take place:

- The proposed Project generates VMT per service population in the horizon year plus project scenario greater than total VMT per service population under existing conditions.
- The proposed Project generates VMT per service population in the horizon year plus project scenario greater than total VMT per service population under the no project/current plan scenario.

The VMT per service population under the 2045 proposed Project scenario (22.07) would be less than under the existing conditions scenario (27.20) and less than under the 2045 No Project scenario (26.13). Therefore, the proposed Project would be consistent with CEQA Guidelines Section 15064.3, subdivision (b), which requires projects to analyze VMT impacts, and there would be no impact.

Table 4.17-7 City of Montebello VMT Summary

| Units | 2023 Existing Conditions | 2024 No Project | 2025 With Project |
|----------------------------|--------------------------|-----------------|-------------------|
| VMT Per Service Population | 27.20 | 26.13 | 22.07 |
| Total VMT | 2,971,433 | 2,997,608 | 3,697,131 |

Source: Kittleson & Associates, 2023; Notes: Refer to Appendix A of the TIA (the TIA is Appendix B of this EIR) for detailed VMT summary showing results for the SCAG region, Los Angeles County, and Montebello.

Mitigation Measures

There would be no impact. Therefore, mitigation would not be required.

Threshold 3: Would the proposed Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

IMPACT T-3 THROUGH IMPLEMENTATION OF POLICIES AND ACTIONS IN THE PROPOSED GENERAL PLAN UPDATE, THE PROPOSED PROJECT WOULD HELP ENSURE SAFE AND EFFICIENT MOVEMENT FOR ALL MODES OF TRAVEL AND WOULD THEREFORE NOT SUBSTANTIALLY INCREASE HAZARDS DUE TO A DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT). THIS WOULD BE A LESS THAN SIGNIFICANT IMPACT.

The proposed Project was developed to minimize conflicts between incompatible uses. The proposed General Plan Update has policies and actions that aim to create safe and efficient movement for all modes of travel, including the following:

P4.5 Provide a network of complete streets that are safe and accessible for all transportation modes and users, including those with impaired mobility, with a system of multimodal and context-appropriate roadways that support a shift to alternative travel modes and a reduction in VMT.

A4.5a Develop and formally adopt a citywide Complete Streets Ordinance.

A4.5b Utilize a Complete Streets approach that acknowledges all users when improving existing transportation facilities or designing new transportation facilities in the city.

A4.5c Adopt and implement updated roadway classifications that reflect the various multimodal needs and land use contexts in different areas of the city including the downtown area.

A4.5d Consider the implementation of two-way center turn lanes and raised medians along currently undivided roadways to improve traffic flow, safety, and crossing distances.

A4.5e Implement active transportation improvements when roadways are undergoing rehabilitation, resurfacing, or other modifications.

Examples of active transportation improvements include high visibility crosswalks and bike lanes.

A4.5f Incorporate regional and national design guidance from LA Metro and NACTO, and other best practice guidebooks into local roadway design standards.

A4.5g Ensure that roadway designs safely accommodate goods movement in the City's industrial areas.

A4.5h Develop a citywide roadway network that ensures funds and improvements are distributed equitably among the City's different neighborhoods.

A4.5i Regularly review and update the local truck route network to accommodate existing and future multimodal transportation needs and complement the local built environment.

P4.6 Balance local and regional vehicular throughput needs, as well as their effects on other modes of travel.

A4.6a Require new development projects to assess effects on local traffic operations as part of non-CEQA analysis.

A4.6b Partner with Caltrans and LA Metro on regional highway planning to reduce congestion on local roadway facilities.

- A4.6c Partner with Caltrans to ensure that freeway ramp intersection signal timing plans complement signal timing at City-operated traffic signals.
- A4.6d As appropriate, establish flexible vehicular operational standards along facilities that serve mixed-uses and are key to bicycle and pedestrian connectivity, such as within the Downtown Specific Plan area.
- A4.6e Monitor residential streets and implement traffic calming as needed to discourage cut-through traffic, developing strategies in conjunction with the neighborhood at large.
- A4.6f Reclassify roadways under the City’s functional classification so that they better complement their surrounding land use context and provide the street space to better serve future bicyclists, pedestrians, and transit users.

P4.7 Prioritize the safety of all modes and users when designing and developing the citywide transportation network.

- A4.7a Enhance safety at current rail at-grade crossings, including those for Metrolink and the future Gold Line alignment, through improve signage, striping, and signage to increase visibility for all roadway users.
- A4.7b Explore opportunities to provide grade-separated bicycle and pedestrian crossings at locations where railroad tracks serve as a barrier to direct walking and bicycling connectivity, such as residential streets cut off by railroad tracks.
- A4.7c Regularly review multimodal crash statistics along key corridors and at major intersections to inform roadway safety improvements.
- A4.7d As the future Gold Line routing and station plans are finalized, work with LA Metro to ensure safe pedestrian access, minimize disruptions to local circulation, and conflicts with other modes.
- A4.7e Encourage Caltrans to provide safe pedestrian crossings and other facilities at freeway ramps.
- A4.7f Require new developments to prepare emergency evacuation plans as appropriate.
- A4.7g Ensure that the City’s citywide circulation network maintains emergency response access, including along key north-south and east-west corridors.
- A4.5h Monitor and implement improvements as needed for safe walking and bicycling access to schools.
- A4.5i Utilize educational strategies to improve awareness of safe walking, biking, and driving habits.

General Plan Update Policy 4.5, to provides a network of complete streets that are safe and accessible for all transportation modes and users, would help minimize conflicts between incompatible transportation uses and create safe and efficient movement for all modes of travel. The proposed Project establishes the long-term vision for the City to guide and promote alteration, intensification, and redistribution of land uses. The General Plan Update also provides examples of cross-sections to illustrate concepts of multimodal boulevards that would enhance pedestrian and cyclist travel. The proposed General Plan Update notes that additional studies and design would be necessary to implement modifications along the corridors. Hazards are typically assessed at the individual project level when an actual design and construction of a circulation facility is proposed.

Potential impacts associated with future land use development projects would be analyzed and evaluated in detail through the City review process for those individual projects. The City's design and construction standards and specifications provide for coordinated and standardized development of City facilities, including roadways. The standards apply to, regulate, and guide the design and preparation of plans, and the construction of streets, highways, alleys, drainage, traffic signals, site access, and related public improvements. As individual projects would undergo review by the City's Public Works and Planning departments for approval and construction and would have to meet design guidelines, potential safety design hazards associated with development projects carried out under the proposed Project would be addressed.

Prior to implementation of future projects, any improvements would be subject to a detailed review and future consideration by the City's Public Works engineering staff and other relevant City agencies. An evaluation of the roadway alignments, intersection geometrics, and traffic control features would be needed at the project design level. Roadway improvements would have to be made in accordance with the City's circulation plan and roadway design guidelines and meet design guidelines in the California Manual of Uniform Traffic Control Devices and the Caltrans Highway Design Manual.

Overall, implementation of the proposed Project would not result in hazardous conditions. As individual projects and circulation improvements would undergo review by Public Works and Planning departments for approval and construction and would have to meet design guidelines, impacts would be less than significant.

Mitigation Measures

Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.

| |
|---|
| Threshold 4: Would the proposed Project result in inadequate emergency access? |
|---|

IMPACT T-4 THE PROPOSED PROJECT WOULD NOT RESULT IN INADEQUATE EMERGENCY ACCESS BECAUSE POLICIES AND ACTIONS IN THE PROPOSED GENERAL PLAN UPDATE WOULD ENCOURAGE EASE OF CONNECTIVITY AND EASE OF MOBILITY THROUGHOUT THE PLAN AREA AND EMERGENCY ACCESS WOULD GENERALLY BE IMPROVED. THE CITY'S EMERGENCY ACCESS STANDARDS WOULD APPLY TO ALL DEVELOPMENTS CARRIED OUT UNDER THE PROPOSED PROJECT. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The proposed Project would improve connectivity and mobility throughout the Plan Area through implementation of policies and actions in the proposed General Plan Update, including the following policies and action directly or indirectly related to emergency access:

P4.5 Provide a network of complete streets that are safe and accessible for all transportation modes and users, including those with impaired mobility, with a system of multimodal and context-appropriate roadways that support a shift to alternative travel modes and a reduction in VMT.

A4.5a Develop and formally adopt a citywide Complete Streets Ordinance.

A4.5b Utilize a Complete Streets approach that acknowledges all users when improving existing transportation facilities or designing new transportation facilities in the city.

- A4.5c Adopt and implement updated roadway classifications that reflect the various multimodal needs and land use contexts in different areas of the city including the downtown area.
- A4.5d Consider the implementation of two-way center turn lanes and raised medians along currently undivided roadways to improve traffic flow, safety, and crossing distances.
- A4.5e Implement active transportation improvements when roadways are undergoing rehabilitation, resurfacing, or other modifications.

Examples of active transportation improvements include high visibility crosswalks and bike lanes.

- A4.5f Incorporate regional and national design guidance from LA Metro and NACTO, and other best practice guidebooks into local roadway design standards.
- A4.5g Ensure that roadway designs safely accommodate goods movement in the City's industrial areas.
- A4.5h Develop a citywide roadway network that ensures funds and improvements are distributed equitably among the City's different neighborhoods.
- A4.5i Regularly review and update the local truck route network to accommodate existing and future multimodal transportation needs and complement the local built environment.

P4.7 Prioritize the safety of all modes and users when designing and developing the citywide transportation network.

- A4.7f Require new developments to prepare emergency evacuation plans as appropriate.
- A4.7g Ensure that the City's citywide circulation network maintains emergency response access, including along key north-south and east-west corridors.

P4.3 Leverage the planned improvements and development projects to implement complete streets policies

- A4.3c Develop design standards for Complete Streets using the latest guidance.
- A4.3g Obtain and preserve adequate right-of-way to accommodate future mobility system improvements.

P4.7 Create well-designed mobility hubs for a high-quality user experience.

- A4.7b Create well-designed mobility hubs that are easy to navigate through, complemented by clear wayfinding.

P4.12 Develop policies for creating high-density, mixed-use developments that promote connectivity between the various modes of transportation.

- A4.12a Increase land use mix for easy access to different services.
- A4.12b Reduce block lengths for shorter walking and biking distances.
- A4.12c Create pedestrian and bicycle outlets through dead ends and cul-de-sacs.

These policies and actions, and the improved connectivity and mobility they would help create, would help improve emergency access throughout the Plan Area. Additionally, emergency access associated with future land use development projects would be analyzed and evaluated in detail through the City review process for those individual projects. The City's emergency access standards

would apply to all developments carried out under the proposed Project. Therefore, with respect to inadequate emergency access, the impact of the proposed Project would be less than significant.

Mitigation Measures

Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.

4.17.3 Cumulative Impacts

The geographic scope of potential cumulative transportation impacts is the Plan Area, surrounding regional transportation infrastructure and transportation facilities.

A significant transportation cumulative impact would occur if project-level thresholds are exceeded, or if the proposed Project is determined to be inconsistent with the RTP/SCS. As explained in the impact analysis above, the proposed Project's VMT impacts would be less than significant because the proposed Project's VMT per service population would not exceed applicable thresholds. In addition, the proposed Project is consistent with SCAG's RTP/SCS. Besides helping increase the local and regional housing supply to meet regional housing needs and locating housing in a transit-rich area, the proposed Project helps further the following RTP/SCS goals:

- Encourage regional economic prosperity and global competitiveness.
- Improve mobility, accessibility, reliability, and travel safety for people and goods.
- Enhance the preservation, security, and resilience of the regional transportation system.
- Reduce greenhouse gas emissions and improve air quality.
- Support healthy and equitable communities.
- Adapt to a changing climate and support an integrated regional development pattern and transportation network.
- Encourage development of diverse housing types in areas that are supported by multiple transportation options.

The proposed Project General Plan Update does not exceed the Project VMT threshold and is consistent with the RTP/SCS. Therefore, the proposed Project would not make a substantial contribution to any transportation impact.

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4.18 Tribal Cultural Resources

This section analyzes the potential impacts of the proposed Project on tribal cultural resources (TCRs). The analysis considers the value of a resource to tribal cultural tradition, heritage, and identity, in order to establish potential mitigation options for TCRs and to recognize that California Native American tribes have expertise concerning their tribal histories and practices.

4.18.1 Environmental Setting

a. Ethnographic Setting

Montebello lies in the traditional territory of the Tongva/Gabrieleño. The name “Gabrieleño” denotes those people who were administered by the Spanish from the San Gabriel Mission. It includes people from the Gabrieleño area proper, as well as other social groups nearby (Kroeber 1925, Plate 57, Bean and Smith 1978: 538). The term Gabrieleño was imposed upon the Tribe by Spanish Missionaries. Thus, descendants have chosen to use their original name, Tongva (Welch 2006). This term is used in the remainder of this section to refer to the pre-contact inhabitants of the Los Angeles Basin and their descendants. Archaeological evidence points to the Tongva arriving in the Los Angeles Basin sometime around 500 BCE, and the Tongva note their presence in the area going back thousands of years (Villa 2017). Today, the Tongva people are active in protecting their Tribal cultural resources in the greater Los Angeles Basin and three Channel Islands: present-day San Clemente, San Nicolas, and Santa Catalina. The Tongva language belongs to the Takic branch of the Uto-Aztecan language family, which can be traced to the Great Basin region (Mithun 2001). This language family includes dialects spoken by the nearby Juaneño and Luiseño to the southeast, the Serrano and Cahuilla to the northeast, and the Tataviam to the northwest. Yet, it is considerably different from the Chumash people living to the northwest and the Diegueño people (including the Ipai, Tipai, and Kumeyaay) to the south.

The Tongva established large, permanent villages in the fertile lowlands along rivers and streams, and in sheltered areas along the coast. The total tribal population is estimated to have been at least 5,000 in 1770 (Bean and Smith 1978: 540), but recent ethnohistoric work suggests a number closer to 10,000 (O’Neil 2002). Political organization followed a patrilocal and patrilineal pattern. Typically, the oldest son would lead a family. Chieftainship was also passed down patrilineally. A *Chari*, or chief of a village or political grouping, was separated from religious leadership (King 2011).

At the time of Spanish contact, the basis of Tongva religious life was the Chinigchinich cult, centered on the last of a series of heroic mythological figures. Chinigchinich gave instruction on laws and institutions, and taught people how to dance, the primary religious act for this society. He later withdrew into heaven, where he rewarded the faithful and punished those who disobeyed his laws (Kroeber 1925: 637–638). The Chinigchinich religion seems to have been relatively new when the Spanish arrived. It was spreading south into the Southern Takic groups as Christian missions were being built. Elements of Chinigchinich beliefs suggest it was a syncretic mixture of Christianity and native religious practices (McCawley 1996: 143–144).

Houses constructed by the Tongva were large, circular, domed structures made of willow poles, thatched with tule and sheltered up to 50 people (Bean and Smith 1978). Other structures served as sweathouses, menstrual huts, ceremonial enclosures, and probable communal granaries. Cleared fields for races and games, such as lacrosse and pole throwing, were created adjacent to Tongva villages (McCawley 1996: 27).

The Tongva subsistence economy was centered on gathering and hunting. The surrounding environment was rich and varied, and the Tribe exploited the mountains, foothills, valleys, deserts, including riparian and estuarine areas, as well as open and rocky coastal ecological niches. Like most Native Californians, acorns were the staple food. By the time of the early Intermediate Period (see Section 4.5.1, *Cultural Setting* of this EIR for descriptions of the prehistoric chronology for the Southern California coastal region in which the Plan Area is located), acorn processing was an established industry. Acorns were supplemented by the roots, leaves, seeds, and fruits of a wide variety of flora (e.g., islay, cactus, yucca, sages, and agave). Freshwater and saltwater fish, shellfish, birds, reptiles, insects, and large and small mammals were also consumed (Kroeber 1925: 631–632, Bean and Smith 1978: 546, McCawley 1996: 119–123, 128–131).

The Tongva used a wide variety of tools and implements to gather food resources. These included the bow and arrow, traps, digging sticks, nets, blinds, throwing sticks and slings, spears, harpoons, and hooks. The Tongva made oceangoing plank canoes (known as a *ti'at*) capable of holding six to 14 people and used for fishing, travel, and trade between the mainland and the Channel Islands. Tule reed canoes were employed for near-shore fishing (McCawley 1996: 117–127). Tongva people processed food with a variety of tools, including hammerstones and anvils, mortars and pestles, *manos* and *metates*, strainers, leaching baskets and bowls, knives, bone saws, and wooden drying racks. Food was consumed from a variety of vessels. Catalina Island steatite was used to make *ollas* and cooking vessels (Kroeber 1925: 629, McCawley 1996: 129–138).

Deceased Tongva were either buried or cremated. Inhumation was more common on the Channel Islands and the neighboring mainland coast, and cremation was more predominate on the remainder of the coast and in the interior (Harrington 1942, McCawley 1996: 157). At the behest of the Spanish missionaries, cremation essentially ceased during the Post-Contact Period (McCawley 1996: 157).

4.18.2 Regulatory Framework

a. State

California Register of Historical Resources

A tribal cultural resource could be considered significant if it is eligible for listing in the California Register of Historical Resources (CRHR). As discussed in Section 4.5, *Cultural Resources* of this EIR, the CRHR helps government agencies identify, evaluate, and protect California's historical resources, and indicates which properties are to be protected from substantial adverse change (Public Resources Code [PRC] Section 5024.1[a]). The CRHR is administered through the State Office of Historic Preservation, which is part of the California State Parks system.

Assembly Bill 52

California Assembly Bill (AB) 52 of 2014, which was enacted on July 1, 2015, expands CEQA by defining a new resource category, "tribal cultural resources." AB 52 establishes that "a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074(a) defines “tribal cultural resources” as either of the following:

- (1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - (A) Included or determined to be eligible for inclusion in the CRHR
 - (B) Included in a local register of historical resources as defined in Public Resources Code section 5020.1(k)
- (2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code Section 5024.1(c). In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe. (PRC Section 21074[a])

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to “begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project.” Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

Senate Bill 18

Senate Bill (SB) 18 recognizes that protection of traditional tribal cultural places is important to all tribes, whether federally recognized or not, and it provides all California Native American tribes with the opportunity to participate in consultation with City and county governments for this purpose (Governor’s Office of Planning and Research [OPR] 2005).

SB 18 establishes responsibilities for local governments to contact, provide notice to, refer plans to, and consult with tribes. The provisions of SB 18 apply only to City and county governments, and not to other public agencies. The following list briefly identifies the contact and notification responsibilities of local governments, in sequential order of their occurrence (OPR 2005):

- Prior to the adoption or any amendment of a general plan or specific plan, a local government must notify the appropriate tribes (on the contact list maintained by the NAHC) of the opportunity to conduct consultations for the purpose of preserving, or mitigating impacts to, cultural places located on land within the local government’s jurisdiction that is affected by the proposed plan adoption or amendment. Tribes have 90 days from the date on which they receive notification to request consultation, unless a shorter timeframe has been agreed to by the tribe (Government Code Section 65352.3)
- Prior to the adoption or substantial amendment of a general plan or specific plan, a local government must refer the proposed action to those tribes that are on the NAHC contact list and have traditional lands located within the City or county’s jurisdiction. The referral must allow a 45 day comment period (Government Code Section 65352). Notice must be sent regardless of whether prior consultation has taken place. Such notice does not initiate a new consultation process
- Local governments must send notice of a public hearing, at least 10 days prior to the hearing, to tribes who have filed a written request for such notice (Government Code Section 65092)

- Under SB 18, local governments must consult with tribes under two circumstances (OPR 2005):
 - On or after March 1, 2005, local governments must consult with tribes that have requested consultation in accordance with Government Code Section 65352.3. The purpose of this consultation is to preserve, or mitigate impacts to, cultural places that may be affected by a general plan or specific plan amendment or adoption.
 - On or after March 1, 2005, local governments must consult with tribes before designating open space, if the affected land contains a cultural place and if the affected tribe has requested public notice under Government Code Section 65092. The purpose of this consultation is to protect the identity of the cultural place and to develop treatment with appropriate dignity of the cultural place in any corresponding management plan (Government Code Section 65562.5).

In addition to the notice and consultation requirements outlined above, SB 18 amended Government Code Section 65560 to allow the protection of cultural places in the open space element of the general plan. SB 18 also amended Civil Code Section 815.3 and adds California Native American tribes to the list of entities that can acquire and hold conservation easements. Tribes on the contact list maintained by the NAHC now have the ability to acquire, on terms mutually satisfactory to the tribe and the landowner, conservation easements for the purpose of protecting their cultural places (OPR 2005).

4.18.3 Tribal Consultation Results

a. Assembly Bill 52 and Senate Bill 18 Consultation

On July 6, 2023, in accordance with AB 52 and SB 18, the City of Montebello sent tribal notification letters via certified mail to eleven California Native American Tribes that have requested to be on the City's AB 52 Tribal Notification List (NAHC 2023), pursuant to Public Resources Code 21080.3.1. AB 52:

- Andrew Salas, Chairperson, and Christina Swindall Martinez, Secretary of the Gabrieleño Band of Mission Indians – Kizh Nation
- Anthony Morales, Chairperson of the Gabrieleño/Tongva San Gabriel Band of Mission Indians.
- Sandonne Goad, Chairperson of the Gabrieleño/Tongva Nation
- Christina Conley, Cultural Resource Administrator of the Gabrieleño/Tongva Indians of California Tribal Council
- Robert Dorame, Chairperson of the Gabrieleño/Tongva Indians of California Tribal Council
- Charles Alvarez, Chairperson of the Gabrieleño-Tongva Tribe
- Sam Dunlap, Cultural Resource Director of the Gabrieleño-Tongva Tribe
- Lovina Redner, Tribal Chair of the Santa Rosa Band of Cahuilla Indians
- Isaiah Vivanco, Chairperson, and Joseph Ontiveros, Cultural Resource Department of the Soboba Band of Luiseño Indians

The notification letters are regulatory compliant in notifying tribal governments of the proposed Project. Furthermore, the letters serve as the tribes' formal notification that requests for government to government consultations are open and on-going (City of Montebello 2023).

On August 7, 2023, the City conducted AB 52 and SB 18 follow up telephone calls to the eleven notified tribal governments, advising them that the 30-day AB 52 and the 90-day SB 18 notification periods for the proposed Project were closing and requested their formal notification requests, pursuant to Public Resources Code 21080.3.1. AB 52 and Government Code Section 65352.3 SB (SB18 & AB52 Correspondence Tracker 2023). On August 30, 2023, the City closed AB 52 consultations for the proposed Project, as the City received no formal requests for tribal consultations within the 30-day notification period beginning on July 6, 2023, therefore, tribal consultations were closed, as specified in the AB 52 regulations. On October 4, 2023, the City concluded SB 18 consultations as no formal requests for tribal consultations were received during the 90-day notification period that commenced on July 6, 2023, as specified in the SB 18 regulations.

4.18.4 Impact Analysis

a. Methodology and Significance Thresholds

According to CEQA Guidelines Appendix G, an impact on Tribal Cultural Resources from the proposed Project would be significant if the following applies:

- 1) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
 - b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Threshold 1: Would the proposed Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?, or
- b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Impact TCR-1 DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT HAS THE POTENTIAL TO IMPACT UNIDENTIFIED TRIBAL CULTURAL RESOURCES BECAUSE THE PRESENCE OF, AND POTENTIAL EFFECTS ON, SUCH RESOURCES CANNOT BE DETERMINED BEFORE EXCAVATION ASSOCIATED WITH SUCH DEVELOPMENT OCCURS. IMPACTS ON TRIBAL CULTURAL RESOURCES WOULD BE POTENTIALLY SIGNIFICANT BUT MITIGABLE.

Effects on tribal cultural resources can only be known once a specific project has been proposed because the effects are highly dependent on both the individual project site conditions and the characteristics of the proposed activity. New TCRs may be identified or established during implementation of the proposed Project, which is expected to occur over many years. Therefore, as specific projects that require discretionary action under the proposed Project are proposed, the City will be required to consult with the tribes that are listed on their AB 52 consultation list if the specific project requires a public noticing period to determine if any TCRs may be impacted by specific projects. Similarly, if the specific project requires a General Plan Amendment, the City must also consult under SB 18 to determine if any TCRs may be impacted by the specific project. Neither the proposed General Plan Update nor the proposed Downtown Montebello Specific Plan contain any goals or policies that pertain specifically to the protection of tribal cultural resources. Therefore, if TCRs are identified during AB 52 or SB 18 consultation for future projects, impacts to any such TCRs would be potentially significant unless mitigation is incorporated. Therefore, Mitigation Measure TCR-1 is required.

Mitigation Measures

TCR-1 Unanticipated Discovery of Tribal Cultural Resources

If archaeological resources of Native American origin are identified during implementation of projects carried out under the proposed Project, ground-disturbing activities within 50 feet of the find shall be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find as a cultural resource and an appropriate local Native American representative is consulted. If the City, in consultation with traditionally and culturally affiliated Native American group(s), determines the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in consultation with traditionally and culturally affiliated Native American group(s). The mitigation plan shall include measures to ensure the find is treated in a manner that respectfully retains, to the degree feasible, the qualities that render the resource of significance to the local Native American group(s). Examples of appropriate mitigation for tribal cultural resources include, but are not limited to, avoidance, protecting the cultural character and integrity of the resource, protecting traditional use of the resource, protecting the confidentiality of the resource, or heritage recovery.

Significance After Mitigation

Implementation of mitigation measures CUL-2 through CUL-8 in Section 4.5, *Cultural Resources*, as well as mitigation measure TCR-1, would reduce impacts to tribal cultural resources to less than significant levels by ensuring the avoidance of tribal cultural resources to the extent feasible, or by identifying, evaluating, and conducting data recovery of archaeological resources that may be impacted by future projects in a timely manner.

Cumulative Analysis

Tribal cultural resources are regionally specific and the resources are determined by the consulting tribes in the region. Regionally, all lead agencies having projects that require discretionary action where CEQA noticing is required and/or the project proposes a General Plan Amendment (AB 52 and SB 18 consultation) would be required to engage in tribal cultural resource consultation. As discussed above, the consultation ensures protection of tribal cultural resources within the region. Thus, adherence to the tribal consultation requirements by lead agencies within the region, together with the proposed Project with mitigation, would ensure that TCR impacts would not be cumulatively considerable.

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4.19 Utilities and Service Systems

This section evaluates the proposed Project’s potential impacts to water, wastewater, stormwater, solid waste, electricity, natural gas, and telecommunications service. Section 4.10, *Hydrology and Water Quality*, addresses potential impacts to storm drain infrastructure and surface water quality. Data used to prepare this section was obtained from CalRecycle, California Water Service Company, Los Angeles County Sanitation District (LACSD), Montebello Land and Water Company, the Infrastructure Report prepared by Rangwala Associates in consultation with Fuscoe Engineering (Rangwala Associates 2023), and San Gabriel Water Company.

4.19.1 Environmental Setting

a. Water Supply and Demand

Montebello (the Plan Area) is served by four water purveyors: San Gabriel Valley Water Company, California Water Service Company, Montebello Land and Water Company, and South Montebello Irrigation District. The San Gabriel Valley Water Company provides water service for the northern and southern portions of the Plan Area including the City of Montebello System where they operate. The California Water Service Company provides water service for the western portion of the Plan Area. The Montebello Land and Water Company provides water services for the middle/interior of the Plan Area including the Downtown Specific Plan Area. The South Montebello Irrigation District provides water services for the middle/southern portion of the Plan Area. Urban Water Management Plans (UWMP) are used for review of water supply and demand projections for water purveyors. UWMPs were only available for San Gabriel Valley Water Company, California Water Service Company, and Montebello Land and Water Company.

San Gabriel Valley Water Company’s water supply sources include groundwater from the Main Basin and Central Basin, imported surface water purchased from Metropolitan Water District, and recycled water. Table 4.19-1 shows the supply and demand projections for San Gabriel Valley Water Company over the next 20 years. San Gabriel Valley Water Company is projected to meet the increase in demand with no surplus in supply.

Table 4.19-1 San Gabriel Valley Water Company Supply & Demand Projections (AFY)

| | 2025 | 2030 | 2035 | 2040 | 2045 |
|---|--------|--------|--------|--------|--------|
| Water Supply Projections | | | | | |
| Supply Totals | 36,935 | 37,421 | 37,911 | 38,304 | 38,700 |
| Water Demand Projections | | | | | |
| Demand Totals | 36,935 | 37,421 | 37,911 | 38,304 | 38,700 |
| Available Supply (Water Supply – Demand) | | | | | |
| Surplus | 0 | 0 | 0 | 0 | 0 |

AF = Acre-Feet

Source: San Gabriel Water Company 2021

California Water Service Company’s water supply sources include imported water purchased from the Central Basin Municipal Water District, groundwater from the Central Basin, and recycled water. Table 4.19-2 shows the supply and demand projections for California Water Service Company over the next 20 years. California Water Service Company is projected to meet the increase in demand with no surplus in supply.

Table 4.19-2 California Water Service Company Supply & Demand Projections (AFY)

| | 2025 | 2030 | 2035 | 2040 | 2045 |
|---|----------|----------|----------|----------|----------|
| Water Supply Projections | | | | | |
| Supply Totals | 13,868 | 13,549 | 13,552 | 13,567 | 13,661 |
| Water Demand Projections | | | | | |
| Demand Totals | 13,868 | 13,549 | 13,552 | 13,567 | 13,661 |
| Available Supply (Water Supply – Demand) | | | | | |
| Surplus | 0 | 0 | 0 | 0 | 0 |

AF = Acre-Feet

Source: California Water Service Company 2021

Montebello Land and Water Company’s water supply is entirely made up of groundwater from the Central Basin. Table 4.19-3 shows the supply and demand projections for Montebello Land and Water Company over the next 20 years. Montebello Land and Water Company is projected to meet the increase in demand with no surplus in supply.

Table 4.19-3 Montebello Land and Water Company Supply & Demand Projections (AFY)

| | 2025 | 2030 | 2035 | 2040 | 2045 |
|---|--------------|--------------|--------------|--------------|--------------|
| Water Supply Projections | | | | | |
| Supply Totals | 4,379 | 4,379 | 4,379 | 4,379 | 4,379 |
| Water Demand Projections | | | | | |
| Demand Totals | 2,999 | 3,028 | 3,058 | 3,087 | 3,117 |
| Available Supply (Water Supply – Demand) | | | | | |
| Surplus | 1,380 | 1,351 | 1,321 | 1,292 | 1,262 |

AF = Acre-Feet

Source: Montebello Land and Water Company 2021

As shown in these tables, projected supplies of the water service providers serving the Plan Area are adequate to meet projected demand through 2045. In 2045, the total water supply of the three water service providers with UWMPs is estimated to be 56,740 AFY with a surplus in demand of 1,262 AFY.

b. Wastewater Infrastructure

The City of Montebello maintains and operates a sanitary sewer collection system that provides service to the Plan Area. The City’s sewer system is comprised of a network of gravity sewer pipes covering approximately 97 miles, with sizes ranging from 6 to 27 inches. LACSD also owns and maintains sewer trunk lines in the Plan Area. Flows are discharged to the Joint Water Pollution Control Plant (JWPCP) in Carson. This facility consists of both primary and secondary treatment of

wastewater. JWPCP has a treatment capacity of 400 million gallons per day (mgd) with an average wastewater influent of approximately 237 mgd, leaving it with 163 mgd of remaining capacity (LACSD 2023a).

c. Stormwater

Stormwater drainage in the Plan Area includes both City and Los Angeles County Flood Control District (LACFCD) storm drain lines which convey stormwater runoff to regional drainage systems. Each entity inspects and maintains the storm drain lines within their individual jurisdiction. Stormwater runoff generated within the Plan Area is ultimately discharged into the Rio Hondo Channel along the Plan Area's eastern boundary.

d. Solid Waste

The City of Montebello contracts with Athens Services to provide complete residential and commercial trash, solid waste, and recycling services in the Plan Area. This includes residential curbside trash, recycling and yard waste collection, pick up of bulky items, and electronic waste pickup. Commercial and residential solid waste in the Plan Area is transported to a variety of materials recovery facilities (MRFs) where recyclable materials are sorted out and remaining waste is sent to one of thirteen landfills serving the Plan Area.

According to CalRecycle's Disposal Reporting System (DRS), in the fourth quarter of 2019, solid waste generated in Montebello was disposed of at 13 different landfills, recycling centers, and waste recovery and conversion facilities, the capacity of which is shown in Table 4.19-4. The bulleted list below describes each landfill.

- **Antelope Valley Public Landfill** is located at 1200 West City Ranch Road in Palmdale. This 185-acre landfill is a Class III landfill facility that accepts mixed municipal, inert, industrial, green materials, contaminated soil, construction/demolition, asbestos, and agricultural waste. Based on the current maximum permitted throughput per day shown in Table 4.19-4 and a six-day operating week, this landfill has a cease operation date of 4/1/2044.
- **Azusa Land Reclamation Co. Landfill** is located at 1211 West Gladstone Street in Azusa. The landfill is inactive and ceased operation on 12/31/2009. This facility is active as an inert waste disposal site. As an inert waste disposal site, solid waste received consists of tires, inert, contaminated soil, and asbestos waste. Based on the current maximum permitted throughput per day shown in Table 4.19-4 and a six-day operating week, this inert waste disposal site has a cease operation date of 1/1/2045.
- **Chiquita Canyon Sanitary Landfill** is located at 29201 Henry Mayo Drive in Castaic. This 639-acre landfill only accepts non-hazardous solid waste for disposal. The solid waste received at the site consists of mixed municipal, inert, industrial, green materials, and construction/demolition waste. Based on the current maximum permitted throughput per day shown in Table 4.19-4 and a six-day operating week, this landfill has a cease operation date of 1/1/2047.
- **El Sobrante Landfill** is located at 10910 Dawson Canyon Road in Corona. This 1,322-acre landfill is a Class III facility that accepts mixed municipal, construction/demolition, contaminated soil, and tire waste. Based on the current maximum permitted throughput per day shown in Table 4.19-4 and a six-day operating week, this landfill has a cease operation date of 1/1/2051.

- **Frank R. Bowerman Sanitary Landfill** is located at 11002 Bee Canyon Access Road in Irvine. The 725-acre landfill is a Class III facility that accepts mixed municipal, industrial, and construction/demolition waste. Based on the current maximum permitted throughput per day and a six-day operating week shown in Table 4.19-4 , this landfill has a cease operation date of 12/31/2053.
- **Mid-Valley Sanitary Landfill** is located at 2390 North Alder Avenue in Rialto. This 498-acre landfill is a Class III facility that accepts mixed municipal, construction/demolition, industrial, wood, tires, inert, green materials, dead animal, contaminated soil, and agricultural waste. Based on the current maximum permitted throughput per day shown in Table 4.19-4 and a six-day operating week, this landfill has a cease operation date of 4/1/2045.
- **Olinda Alpha Sanitary Landfill** is located at 1942 North Valencia Avenue in Brea. This 565-acre landfill is a Class III facility that accepts mixed municipal, industrial, construction/demolition, tires, wood, and agricultural waste. Based on the current maximum permitted throughput per day shown in Table 4.19-4 and a six-day operating week, this landfill has a cease operation date of 12/31/2036.
- **Prima Deshecha Landfill** is located at 32250 Avenida La Pata in San Juan Capistrano. This 1,530-acre landfill is a Class III facility that accepts mixed municipal, industrial, construction/demolition, wood, and sludge waste. Based on the current maximum permitted throughput per day shown in Table 4.19-4 and a six-day operating week, this landfill has a cease operation date of 12/31/2102.
- **San Timoteo Sanitary Landfill** is located at San Timoteo Canyon Road in Redlands. This 366-acre landfill is a Class III facility that accepts mixed municipal, industrial, construction/demolition, sludge, inert, dead animals, and agricultural waste. Based on the current maximum permitted throughput per day shown in Table 4.19-4 and a six-day operating week, this landfill has a cease operation date of 12/1/2039.
- **Savage Canyon Landfill** is located at 13919 East Penn Street in Whittier. This 132-acre landfill is a Class III facility that accepts mixed municipal, industrial, construction/demolition, inert, and green material waste. Based on the current maximum permitted throughput per day shown in Table 4.19-4 and a six-day operating week, this landfill has a cease operation date of 12/31/2055.
- **Simi Valley Landfill & Recycling Center** is located at 2801 Madera Road in Simi Valley. This 887-acre landfill is a Class III facility that accepts mixed municipal, industrial, construction/demolition, tires, sludge, inert, green materials, food, dead animals, contaminated soil, asbestos, and agricultural waste. Based on the current maximum permitted throughput per day shown in Table 4.19-4 and a six-day operating week, this landfill has a cease operation date of 3/31/2063.
- **Sunshine Canyon City/County Landfill** is located at 14747 San Fernando Road in Sylmar. This 185-acre landfill is a Class III facility that accepts mixed municipal, industrial, construction/demolition, inert, green materials, contaminated soil, asbestos, and agricultural waste. Based on the current maximum permitted throughput per day shown in Table 4.19-4 and a six-day operating week, this landfill has a cease operation date of 4/1/2044.
- **Victorville Sanitary Landfill** is located at 18600 Stoddard Wells Road in Victorville. This 491-acre landfill is a Class III facility that accepts mixed municipal, industrial, construction/demolition, wood, tires, sludge, green materials, dead animals, contaminated soil, ash, and agricultural waste. Based on the current maximum permitted throughput per day shown in Table 4.19-4 and a six-day operating week, this landfill has a cease operation date of 10/1/2047.

Table 4.19-4 Capacity of Landfills Serving the Plan Area

| Facility Name¹ | Maximum Permitted Throughput per Day (tons)² | Maximum Permitted Capacity (cy) | Remaining Capacity (cy) |
|---|--|--|--------------------------------|
| Antelope Valley Public Landfill | 5,548 | 30,200,000 | 17,911,225 |
| Azusa Land Reclamation Co. Landfill | 8,000 | 80,571,760 | 51,512,201 |
| Chiquita Canyon Sanitary Landfill | 12,000 | 110,366,000 | 60,408,000 |
| El Sobrante Landfill | 16,054 | 209,910,000 | 143,977,170 |
| Frank R. Bowerman Sanitary Landfill | 11,500 | 266,000,000 | 205,000,000 |
| Mid-Valley Sanitary Landfill | 7,500 | 101,300,000 | 61,219,377 |
| Olinda Alpha Sanitary Landfill | 8,000 | 148,800,000 | 17,500,000 |
| Prima Deshecha Landfill | 4,000 | 172,100,000 | 134,300,000 |
| San Timoteo Sanitary landfill | 2,000 | 23,685,785 | 12,360,396 |
| Savage Canyon Landfill | 3,350 | 19,337,450 | 9,510,833 |
| Simi Valley Landfill & Recycling Center | 64,750 | 119,600,000 | 82,954,873 |
| Sunshine Canyon City/County Landfill | 12,100 | 140,900,000 | 77,900,000 |
| Victorville Sanitary Landfill | 3,000 | 93,400,000 | 79,400,000 |
| Total | 157,802 | 1,516,170,995 | 953,954,075 |

¹ List of solid waste disposal sites for Montebello varies by quarter. The list used in this table is from the 4th quarter of 2019.

² CalRecycle 2023c

Source: CalRecycle 2023a

In accordance with AB 939, recyclables collected in the Plan Area are sorted, and the residual waste is transferred to landfills. Per CalRecycle’s Disposal Reporting System, in 2019, the City of Montebello disposed of approximately 50,574 tons of waste (CalRecycle 2023a).

e. Electricity, Natural Gas, and Telecommunications

Electricity is provided to the Plan Area by Southern California Edison (SCE). Natural gas is provided by Southern California Gas Company (SoCalGas). Natural gas and electricity use are further addressed in Section 4.6, *Energy*. Telecommunications services in the Plan Area are provided by various private companies, including AT&T, Spectrum, T-Mobile, and other providers of internet, phone, and television services.

4.19.2 Regulatory Framework

a. Water Supply

State

Drinking water quality in the Plan Area is regulated by the California Department of Public Health (CDPH), the State Water Resources Control Board (SWRCB), and the Los Angeles Regional Water Quality Control Board (LARWQCB). The California Code of Regulations, Title 22 (State Drinking Water Standards) is the primary body of State legislation providing water system standards, including those for water supply, storage capacity, and water quality. Other applicable regulations and

policies include the Porter-Cologne Water Quality Control Act, the Safe Drinking Water Act, and the SWRCB Non-degradation Policy.

The Urban Water Management Planning Act of 1983 amended the California Water Code to require all urban water suppliers in California to prepare and adopt a UWMP and update it every five years. This requirement applies to all suppliers providing water to more than 3,000 customers or supplying more than 3,000 acre-feet per year (AFY) of water. UWMPs are available for California Water Service Company, Montebello Land and Water Company, and San Gabriel Valley Water Company.

Senate Bill (SB) 610 (2002) SB 610 requires the preparation of a Water Supply Assessment (WSA) for a project that is subject to CEQA and meets certain requirements, including residential developments of more than 500 dwelling units. Future projects in the Plan Area may meet the threshold requirements for preparation of a WSA. Project-specific WSAs will be prepared by individual project proponents when the threshold requirements are met. The proposed Project would involve adoption of policy documents that would not entitle construction of individual development projects. As described in Section 1, *Introduction*, this is a Program EIR, which will be used in the future for tiering of project-level environmental review and CEQA documents. Where appropriate, project-specific analyses will be accompanied by a WSA in accordance with SB 610 and may tier off the analysis provided in this Program EIR.

Water Conservation Act of 2009 (SBx7-7)

Due to reductions of water available from the San Joaquin Delta, the California State Legislature drafted the Water Conservation Act of 2009 (SBx7-7) to protect statewide water sources. The legislation called for a 20 percent reduction in water use in California by the year 2020. The legislation amended the Water Code to call for 2020 and 2015 water use targets in the 2010 UWMPs, updates or revisions to these targets in the 2015 UWMPs, and allows DWR to enforce compliance to the new water use standards. Beginning in 2016, failure to comply with interim and final targets will make the City ineligible for grants and loans from the State. In addition to an overall statewide 20 percent water use reduction, the objective of SBx7-7 is to reduce water use within each hydrologic region in accordance with the agricultural and urban water needs of each region. Currently, DWR recognizes 10 separate hydrologic regions. Each hydrologic region has been established for planning purposes and corresponds to the State's major drainage areas. The City of Montebello is in the South Coast Hydrologic Region, which includes all of Orange County; most of San Diego County and Los Angeles County; parts of Riverside, San Bernardino, and Ventura counties; and a small amount of Kern and Santa Barbara counties.

Model Water Efficient Landscape Ordinance (Assembly Bill 1881)

The updated Model Water Efficient Landscape Ordinance bill (AB 1881) required cities and counties to adopt landscape water conservation ordinances by January 31, 2010, or to adopt a different ordinance that is at least as effective in conserving water as the updated Model Water Efficient Landscape Ordinance (WELO). In July 2009 the City adopted a WELO (Ordinance 2333, City of Montebello Municipal Code Chapter 8.29, *Water Conservation and Water Supply Shortage Program*) to reduce the amount of water used in landscaping. This ordinance brings the City into compliance with AB 1881. In July 2015, the SWRCB issued a new Model Ordinance to address landscaping.

Executive Order B-29-15 required the State to revise the Model WELO to increase water efficiency standards for new and retrofitted landscapes through more efficient irrigation systems, greywater usage, on-site stormwater capture, and by limiting the portion of landscapes that can be covered in

turf. It also requires reporting on the implementation and enforcement of local ordinances, with required reports due by December 31, 2015.

b. Wastewater

Standards for wastewater treatment plant effluent are established using state and federal water quality regulations. After treatment, wastewater effluent is either disposed of or reused as recycled water. The RWQCBs set the specific requirements for community and individual wastewater treatment and disposal and reuse facilities through the issuance of Waste Discharge Requirements (WDR), which are required for wastewater treatment facilities under California Water Code Section 13260. The CDPH is also involved in permitting water reuse facilities. Requirements for disposal are set to protect present and potential beneficial uses of the water which receives the effluent. The CDPH sets specific requirements for treated effluent reuse, or recycled water, through Title 22 of the California Code of Regulations (mentioned above with regards to drinking water quality standards). These requirements are primarily set to protect public health.

The California Code of Regulations Title 22, Division 4, Chapter 3, Sections 60301 through 60355 are used to regulate recycled wastewater and are administered jointly by the CDPH and the RWQCBs. Title 22 contains effluent requirements for four levels of wastewater treatment, from non-disinfected secondary recycled water to disinfected tertiary recycled water. Higher levels of treatment have higher effluent standards, allowing for a greater number of uses under Title 22, including irrigation of freeway landscaping, pasture for milk animals, parks and playgrounds, and vineyards and orchards for disinfected tertiary recycled water.

Montebello falls under the LARWQCB and its Basin Plan. This plan designates beneficial uses for surface waters and groundwaters. It also sets narrative and numeric objectives that must be met in order to protect the beneficial uses and conform to the state's antidegradation policy. Recycled water quality goals for salts and other constituents vary depending on the intended irrigation recipients. The RWQCB develops waste discharge requirements based on the Basin Plan, designed to protect beneficial uses of State waters.

c. Stormwater

Section 402 of the Clean Water Act requires that all construction sites on an acre or greater of land, as well as municipal, industrial, and commercial facilities discharging wastewater or stormwater directly from a point source (e.g., pipe, ditch, or channel) into a surface water of the United States, must obtain permission under the National Pollutant Discharge Elimination System (NPDES) permit. All NPDES permits are written to ensure that the surface water receiving discharges will achieve specified water quality standards.

The California Construction Stormwater Permit (Construction General Permit), adopted by the SWRCB, regulates construction activities that include soil disturbance of at least one acre of total land area. The Construction General Permit authorizes the discharge of stormwater to surface waters from construction activities. It prohibits the discharge of materials other than stormwater, authorized non-stormwater discharges, and all discharges that contain a hazardous substance in excess of reportable quantities established at 40 CFR 117.3 or 40 CFR 302.4, unless a separate NPDES Permit has been issued to regulate those discharges.

The Construction General Permit requires that all developers of land where construction activities will occur over more than one acre do the following:

- Complete a Risk Assessment to determine pollution prevention requirements pursuant to the three Risk Levels established in the General Permit
- Eliminate or reduce non-stormwater discharges to storm sewer systems and other waters
- Develop and implement a Stormwater Pollution Protection Plan which specifies BMPs that will reduce pollution in stormwater discharges to the Best Available Technology Economically Achievable/Best Conventional Pollutant Control Technology standards
- Perform inspections and maintenance of all BMPs

Typical BMPs contained in Stormwater Pollution Protection Plans (SWPPPs) are designed to minimize erosion during construction, stabilize construction areas, control sediment and pollutants from construction materials, and address post construction runoff. The SWPPP also includes a plan for inspection and maintenance of all BMPs, as well as procedures for altering or increasing BMPs based on changing project conditions.

The Los Angeles County municipal separate storm sewer system (MS4) Permit is the vehicle through which the LARWQCB regulates discharges from medium and large MS4s. The permits are issued under the NPDES program. NPDES permitting is a national program overseen by the USEPA to address water pollution by regulating point sources that discharge pollutants to waters of the United States. It is part of the 1972 Clean Water Act and authorizes state governments to perform the permitting, administration, and enforcement of the program through the RWQCBs. The permits require that new development and redevelopment projects incorporate low-impact development (LID) techniques that include permeable surfaces, bioswales, and other design components that help water percolate into the ground rather than run off into the stormwater system (gutters).

d. Solid Waste

The California Integrated Waste Management Act of 1989 (AB 939) requires each City or county's source reduction and recycling element to include an implementation schedule showing that a City or county diverts 50 percent of solid waste from landfill disposal or transformation on and after January 1, 2000. SB 1016, passed in 2008, now requires the 50 percent diversion requirement to be calculated in a per capita disposal rate equivalent.

In October 2014 Governor Brown signed AB 1826, requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste they generate per week. This law also requires that on and after January 1, 2016, local jurisdictions across the state implement an organic waste recycling program to divert organic waste generated by businesses, including multifamily residential dwellings that consist of five or more units (although multifamily dwellings are not required to have a food waste diversion program). Organic waste means food waste, green waste, landscape and pruning waste, nonhazardous wood waste, and food-soiled paper waste that is mixed in with food waste. This law phases in the mandatory recycling of commercial organics over time, while also offering an exemption process for rural counties. In particular, the minimum threshold of organic waste generation by businesses decreases over time, which means an increasingly greater proportion of the commercial sector will be required to comply.

Chapter 8.08 of the Montebello Municipal Code adopts the Los Angeles County solid waste ordinance, which sets the County's solid waste fee and charge rates. Chapter 8.12 of the Montebello Municipal Code states the regulations and requirements for haulers and residents regarding solid

waste and recycling service within the City. Chapter 8.13 of the Montebello Municipal Code states the requirements for organic waste generators and haulers regarding organic waste disposal reduction.

e. Electricity, Natural Gas, and Telecommunications

The California Public Utilities Commission (CPUC) establishes policies and rules for electricity and natural gas rates provided by private utilities in California such as Southern California Edison and SoCalGas. The Digital Infrastructure and Video Competition Act of 2006 established the CPUC as the sole cable/video TV franchising authority in the State of California and took effect January 1, 2007. The CPUC is overseen by five commissioners appointed by the Governor and confirmed by the State Senate. The CPUC's responsibilities include regulating electric power procurement and generation, infrastructure oversight for electric transmission lines and natural gas pipelines, and permitting of electrical transmission and substation facilities.

The California Energy Commission (CEC) is a planning agency which provides guidance on setting the State's energy policy. Responsibilities include forecasting electricity and natural gas demand, promoting and setting energy efficiency standards throughout the state, developing renewable energy resources, and permitting thermal power plants 50 megawatts and larger. The CEC also has regulatory specific regulatory authority over publicly owned utilities to certify, monitor, and verify eligible renewable energy resources procured.

4.19.3 Impact Analysis

a. Methodology and Significance Thresholds

In determining whether project implementation would result in impacts concerning utilities and service systems, this analysis considers the existing regulatory framework and baseline conditions characterized by readily available data from the public record, including local planning documents. Information presented in this section is partially based on the Infrastructure Report prepared by Rangwala Associates in consultation with Fuscoe Engineering (Rangwala Associates 2023). According to CEQA Guidelines Appendix G, impacts related to utilities and service systems would be potentially significant if implementation of the proposed Project would do any of the following:

1. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects
2. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years
3. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments
4. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals
5. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste

b. Project and Cumulative Impacts

| | |
|---------------------|--|
| Threshold 1: | Would the proposed Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? |
| Threshold 2: | Would the proposed Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? |
| Threshold 3: | Would the proposed Project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments? |

Impact U-1 DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT MAY REQUIRE INCREASED OR EXPANDED WATER SUPPLIES AND WASTEWATER TREATMENT, STORMWATER TREATMENT, TELECOMMUNICATIONS, ELECTRIC POWER, AND NATURAL GAS SUPPLIES AND FACILITIES. HOWEVER, COMPLIANCE WITH POLICIES IN THE PROPOSED GENERAL PLAN UPDATE WOULD REDUCE THESE IMPACTS TO A LESS THAN SIGNIFICANT LEVEL.

Water

Development carried out under the proposed Project is projected to result in approximately 16,893 additional housing units in the Plan Area over approximately the next 20 years. Based on Montebello’s estimated average household size of 3.06 persons (DOF 2023), this would lead to an increase of approximately 51,693 residents in the Plan Area. This assumes no vacancies in these new housing units. If a vacancy rate were applied this number of new residents would be lower, but for the purpose of analyzing a conservative, “worst-case” scenario, this impact analysis is based on the no vacancy scenario.

Adding the 51,693 new residents cited above to the City’s 2023 population of 61,645, future residential growth carried out under the proposed Project is predicted to increase the Plan Area’s total population to 113,338, which is above SCAG’s 2045 population forecasts of 67,800 from the Final Connect SoCal Demographics and Growth Forecast (SCAG 2020). The addition of approximately 51,693 residents would lead to an approximately 76.2 percent increase in population over approximately the next 20 years. Therefore, the proposed Project could induce substantial population growth in the area, either directly or indirectly, and therefore impact water demand and increase demands on water conveyance infrastructure throughout the City. For the same reasons, the proposed Project would also increase demand on facilities related to wastewater treatment, stormwater treatment, electric power, natural gas, and telecommunications.

Table 4.19-5 Projected Plan Water Use

| Land Use | Water Demand Factor | Projected Number of Dwelling Units or Square Footage in 2040 Units | Projected Average Water Use in 2040 |
|-----------------|---------------------|--|-------------------------------------|
| Residential | 187 gpd/DU | 16,893 DUs | 3,158,991 gpd |
| Commercial | 0.390 gpd/sf | 368,955 sf | 143,892 gpd |
| Hotel | 150 gpd/room | 104 rooms | 15,600 gpd |
| Subtotal | | | 3,318,483 gpd |

gpd – Gallons per day, SF – Square Feet

Source: Rangwala Associates 2023

As shown in Table 4.19-5, development carried out under the proposed Project would increase water demand by approximately 3,318,483 gpd or 3,717 AFY, which would be approximately a 6.5 percent increase over existing conditions. The increase in projected demands would be distributed across all four water service providers because growth would occur in each of the providers' service areas. As described in Section 4.19.1.a, *Water Supply and Demand*, the total water supply of the Plan Area's three water service providers with UWMPs in 2045 is estimated to be 56,740 AFY with a surplus in demand of 1,262 AFY. The projected water demand of new development expected to occur under the proposed Project would account for 6.5 percent of the total projected water supply of Montebello in 2045.

While new development carried out under the proposed Project may demand a significant portion of local water providers' available supply in 2045, these water providers may be able to procure new water sources if needed, General Plan policies (including some of the policies listed below) encourage water use efficiency, technological advancements may provide further opportunities to increase supply or reduce demand, and development under the proposed Project would be infill development that would frequently replace existing uses with existing water demand. As discussed in Chapter 4.14, *Population and Housing*, assumed housing development under the proposed Project is based at least in part on the demand for housing reflected in the City's Regional Housing Needs Assessment allocation, and it is assumed that this housing demand would occur, and create water demand, with or without adoption of the proposed Project.

The following policies and actions from the proposed General Plan Update would reduce impacts related to water supply:

P3.8 Maintain, upgrade, and expand water pipeline, storage, and pumping infrastructure to meet projected domestic, commercial, and fire flow demands for all land uses within the City.

A3.8a Regularly review updates to the local Water District providers Water Master Plans and coordinate their water capital improvement plans with the City's capital improvement plans in order to effectively manage the water infrastructure system.

A3.8b Construct, maintain, and revitalize distribution infrastructure as needed throughout the City in response to changes in demands land use patterns and aging infrastructure and incorporate fair cost-sharing policies between beneficiaries, developers, water suppliers and the City.

With implementation of policies and actions from the proposed General Plan Update related to water supply, impacts related to water supply would be less than significant.

Wastewater

As described in Section 4.19.1.b *Wastewater Infrastructure*, domestic wastewater in the Plan Area is conveyed to the JWPCP in Carson. The JWPCP has a treatment capacity of 400 mgd with an average wastewater influent of approximately 237 mgd, leaving it with 163 mgd of remaining capacity (LACSD 2023a).

Table 4.19-6 Projected Plan Wastewater Generation

| Potential Buildout Development/Land Use | Sewer Generation Factor | Projected Number of Dwelling Units or Square Footage | Projected Wastewater Generation |
|---|-------------------------|--|---------------------------------|
| Residential | 156 gpd/DU | 16,893 Dus | 2,2635,308 gpd |
| Commercial | 0.325 gpd/sf | 368,955 sf | 119,910 gpd |
| Hotel | 125 gpd/room | 104 rooms | 13,000 gpd |
| Subtotal | | | 2,768,218 gpd |

gpd – Gallons per day, SF – Square Feet
 Source: Rangwala Associates 2023

As shown in Table 4.19-6, the projected wastewater generation of new development expected to occur under the proposed Project is approximately 2,768,218 gpd (2.8 mgd), which is 1.7 percent of the JWPCP’s remaining capacity of 163 mgd. Wastewater treatment facilities serving growth expected under the proposed Project would therefore have sufficient capacity to serve it. Additionally, future individual developments will be responsible for contributing to necessary sewer line infrastructure upgrades based on proposed intensity of land use and proximity to deficient areas.

The following policies and actions from the proposed General Plan Update would reduce impacts related to wastewater:

P3.9 Ensure that wastewater in the City of Montebello is safely and efficiently conveyed and treated under all demand scenarios, including existing and future average and peak flow sewer flow scenarios.

- A3.9a Prepare a City-wide Sewer Master Plan including the preparation of a city-wide sewer hydraulic model to evaluate existing and future capacities, sewer line integrity and develop a prioritized Capital Improvement Plan for sewer infrastructure.
- A3.9b Coordinate with the Los Angeles County Sanitation Districts to ensure adequate regional treatment and conveyance capacity under future land uses.
- A3.9c Construct, maintain, and revitalize wastewater infrastructure as needed throughout the City in response to changes in demands land use patterns and aging infrastructure and incorporate fair cost-sharing policies between beneficiaries, developers, water suppliers and the City.

With implementation of policies and actions from the proposed General Plan Update related to wastewater, impacts related to wastewater conveyance and treatment facilities would be less than significant.

Stormwater Treatment

Development of 16,893 new housing units in the Plan Area over approximately the next 20 years could create new impervious surfaces requiring new or modified stormwater drainage facilities. Stormwater runoff in the Plan Area is directed to regional recharge/percolation basins. Hydromodification requirements and standard flood control requirements for new development and redevelopment will ensure that runoff remains at or below current levels for new developments in the Plan Area. In addition, due to local, county, and state-level LID requirements, new projects, and redevelopment in the Plan Area will result in reduced pollutant loading to storm drain systems

and receiving water bodies. Based on the LID hierarchy and regional soil characteristics, it is anticipated that infiltration-based BMPs will be implemented for individual projects in the Plan Area. These BMPs include dry wells, infiltration trenches, biofiltration basins, permeable pavement, and stormwater landscape planters, and will be sized to treat rainfall events. Following these methods would help ensure that the proposed Project would not require or result in the relocation or construction of new or expanded stormwater facilities.

The following policies and actions from the proposed General Plan Update would reduce impacts related to stormwater:

P3.10 Utilize and maintain a robust stormwater conveyance system that protects the City from flooding impacts while seeking multi-benefit solutions including water quality.

- A3.10a Prepare a City-wide Storm Drain Master Plan in coordination with LADPW to evaluate existing and future capacities, storm drain line integrity and develop a prioritized Capital Improvement Plan for storm drain infrastructure.
- A3.10b Develop and refine cost-sharing policies for new developments in the City that require capacity improvements for local storm drain infrastructure so that costs are equitably split between beneficiaries, developers, and the City.
- A3.10c Promote regional multi-benefit stormwater projects through the participation in the Upper Los Angeles River Watershed Group and Enhanced Watershed Management Plan.
- P3.11 Effectively treat all urban runoff and stormwater and ensure that local groundwater supplies and downstream receiving waters are protected.
- A3.11a Maintain and update City-level regulatory language that ensures that all new development complies with pertinent regional and State-level stormwater treatment requirements.
- A3.11b Inspect all new developments during both construction and operational phases for compliance with local, regional, and state level water quality regulations.
- A3.11c Encourage the implementation of low impact design features for all new developments and redevelopments within the City.

With implementation of policies and actions from the proposed General Plan Update related to stormwater, impacts related to stormwater facilities would be less than significant.

Electric Power and Natural Gas

As discussed in Section 4.19.1e, *Electricity, Natural Gas, and Telecommunications*, electric power and natural gas services are provided to the Plan Area by SCE and SoCalGas. Telecommunications services are provided to the Plan Area by various private companies. Reasonably foreseeable development carried out under the proposed Project may require installation of additional electrical, natural gas, and telecommunications connections or facilities. Such facilities would be installed during individual project construction and would be paid for by ratepayers for those services. Because projects carried out under the proposed Project would be infill development, the construction or relocation of such facilities would occur in already developed, disturbed areas, thus the infrastructure to support electric power and natural gas for future users would not cause significant environmental effects. Impacts would be less than significant.

Mitigation Measures

Implementation of policies and actions from the proposed General Plan Update would reduce impacts to a less than significant level, no mitigation is required.

| | |
|---------------------|---|
| Threshold 4: | Would the proposed Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? |
| Threshold 5: | Would the proposed Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste? |

Impact U-2 DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT WOULD NOT GENERATE SOLID WASTE IN EXCESS OF STATE OR LOCAL STANDARDS, OR IN EXCESS OF THE CAPACITY OF LOCAL INFRASTRUCTURE. THE PROPOSED PROJECT WOULD NOT IMPAIR THE ATTAINMENT OF SOLID WASTE REDUCTION GOALS AND WOULD COMPLY WITH FEDERAL, STATE, AND LOCAL STATUTES AND REGULATIONS RELATED TO SOLID WASTE. IMPACTS WOULD BE LESS THAN SIGNIFICANT.

Development carried out under the proposed Project would add an estimated 16,893 households to the Plan Area. Solid waste generated from residential uses is a function of the number of homes, household size, and per capita waste generation. Projected solid waste generation rates for the various land use types that are expected to experience future growth under the proposed Project are shown in Table 4.19-7. The estimated total daily solid waste generated by these new land uses is 104.5 tons per day, which would account for 0.06 percent of the maximum permitted daily capacity of 157,802 tons per day throughput for landfills serving the Plan Area as shown in Table 4.19-4.

Table 4.19-7 Projected Solid Waste Generation

| Potential Buildout Development/Land Use ¹ | Daily Solid Waste Generation Factor ¹ | Projected Number of Dwelling Units or Square Footage | Projected Daily Solid Waste Generation (tons) |
|--|--|--|---|
| Residential | 12.23lb/household | 16,893 DUs | 103.3 |
| Commercial | 6lb/1,000sf | 368,955 sf | 1.1 |
| Hotel | 2lb/room | 104 rooms | 0.1 |
| Subtotal | | | 104.5 |

¹ CalRecycle 2023b

Potential future developments carried out under the proposed Project would be reviewed on a project-by-project basis; solid waste impacts of these developments would be evaluated based on existing and planned disposal facilities and their available capacities. Through compliance with federal, state, and local policies, the proposed Project’s solid waste impacts would be less than significant.

Mitigation Measures

Required compliance with existing regulations would reduce impacts to a less than significant level, no mitigation is required.

4.19.4 Cumulative Impacts

By its nature, a general plan considers cumulative impacts insofar as it considers cumulative development that could occur in its plan area. Therefore, the analysis of proposed Project impacts also constitutes the cumulative analysis, at least at the level of the Plan Area or the service area of the utility providers discussed in this chapter of the EIR.

Water Supply

The analysis provided under Impact U-1 is cumulative in nature and considers water demand associated with development in the Plan Area. Cumulative development in the Plan Area will continue to increase demands on water supplies. Available UWMPs for water providers serving the Plan Area project that future water supplies will meet cumulative water demand in normal, dry-year, and multiple-dry year scenarios. As discussed in Impact U-1, new development expected to be carried out under the proposed Project is projected to use 3,717 AFY of water, which represents roughly 6.5 percent of the local water provider's available supply in 2045. The available UWMP's supply and demand projections are based at least in part on projections based on existing land use plans, so while there is enough projected supply to meet projected Project demand, the additional growth expected under the proposed Project may not have been fully accounted for in various water service provider's 2020 UWMPs. However, as discussed in Impact U-1, various factors, including General Plan policies, the infill nature of development expected under the proposed Project, and the fact that proposed Project growth would be consistent with expected market demand and other regional planning documents such as the Regional Housing Needs Assessment, would reduce this impact to a less than significant level. The proposed Project would therefore not make a substantial contribution to a cumulatively significant impact related to water supply.

Wastewater

The geographic scope for cumulative wastewater impacts includes the JWPCP's service area because Montebello's wastewater drains through City infrastructure to the JWPCP. As discussed in Impact U-1, the projected wastewater generation of new development expected to occur under the proposed Project is 1.7 percent of the remaining capacity of the JWPCP and existing wastewater treatment facilities have adequate existing capacity to take the additional flows proposed under expected proposed Project growth. Therefore, the proposed Project would not make a substantial contribution to a cumulatively significant impact related to wastewater treatment.

Stormwater

The geographic scope for cumulative stormwater facilities impacts is the entire Plan Area. This geographic scope is appropriate because the City and LACFCD operate and maintain the citywide stormwater drainage system. With adherence to federal, state, and local regulations and policies including LID methods, development carried out under the proposed Project would have a less than significant impact on stormwater facilities. Therefore, cumulative impacts to stormwater/drainage facilities would be less than significant.

Solid Waste

The geographic scope for cumulative solid waste impacts encompasses the Plan Area and municipalities within the surrounding area that contribute solid waste to the landfills listed in Table 4.19-4. As discussed under Impact U-2, The total daily tonnage of all new growth expected

under the proposed Project would account for only 0.06 percent of the maximum permitted daily throughput for landfills serving Montebello. Therefore, the proposed Project would not make a substantial contribution to cumulatively significant solid waste impacts.

Electric Power and Gas

The geographic scope for cumulative electricity and natural gas impacts is the SCE and SoCalGas service areas. SCE and SoCalGas are responsible for transmitting electricity and natural gas to all land uses within their service areas. Development considered part of the cumulative analysis includes buildout of local General Plans.

Increased demand for electricity created by development carried out under the proposed Project would be adequately accommodated by regional infrastructure. While new on-site infrastructure and connections may be constructed as part of development projects carried out under the proposed Project, it is not anticipated that any upgrades or changes to regional transmission infrastructure will be required. As with Plan-level impacts, reasonably foreseeable development in areas outside the Plan Area may require installation of additional electrical and natural gas connections outside the Plan Area. Such facilities would be installed during individual project construction and would be paid for by ratepayers for those services. Similarly, cumulative projects within the service areas, outside the Plan Area would also require additional electrical and natural gas connections and would be accounted for during the development of individual projects or plans and would each be required to provide adequate infrastructure on a project-by-project basis and would be subject to the same requirements as projects carried out under the proposed Project, thus cumulative project impacts related to electric power and natural gas transmission facilities would be less than significant. Therefore, the proposed Project would not make a substantial contribution to a cumulatively significant impact regarding electricity and natural gas.

Telecommunications

The geographic scope for cumulative telecommunications impacts is the telecommunication provider service area. This geographic scope is appropriate because local providers are responsible for providing adequate telecommunication infrastructure to all land uses within their service area. Cumulative development would increase demand for telecommunications infrastructure in the Plan Area. However, cumulative projects would each be required to provide adequate telecommunications infrastructure on a project-by-project basis and would be subject to the same requirements as projects carried out under the proposed Project. Therefore, the proposed Project would not make a substantial contribution to a cumulatively significant impact related to telecommunications infrastructure.

4.20 Wildfire

This section analyzes impacts associated with the risk of exposure to wildland fires and analyzes the potential impacts of wildfire risks associated with implementation of the proposed Project. Information used to prepare this section was obtained from the California Office of Emergency Services (Cal OES), the State of California Emergency Plan, the California Department of Forestry and Fire Protection (CAL FIRE), the California Public Utilities Commission (CPUC), the City of Montebello Fire Department, and the National Park Service (NPS).

4.20.1 Environmental Setting

a. Wildfire Fundamentals

A wildfire is an uncontrolled fire in an area of extensive combustible fuel, including vegetation and structures. Wildfires differ from other fires in that they take place outdoors in areas of grassland, woodlands, brushland, scrubland, peatland, and other wooded areas that act as a source of fuel, or combustible material. Buildings may become involved if a wildfire spreads to adjacent communities. The primary factors that increase an area's susceptibility to wildfire include slope and topography, vegetation type and condition, and weather and atmospheric conditions.

The indirect effects of wildland fires can be catastrophic. In addition to stripping the land of vegetation and destroying forest resources, large, intense fires can harm the soil, waterways, and the land itself. Soil exposed to intense heat may lose its capacity to absorb moisture and support life. Regions of dense dry vegetation, particularly in canyon areas and on hillsides, pose the greatest potential for wildfire risks.

Wildfire has three basic elements: how and where its ignition occurred, how and why it moves across a landscape from its point of origin, and the fire's nature upon arrival at a location. In general, a fire's nature is defined by eight characteristics:

1. Direction of the advance of the fire front
2. Speed of the advance of the fire front (rate of spread)
3. Mechanism causing the advance
4. Duration at any one location
5. Structure-related consumption of fuels
6. Flame length
7. Intensity
8. Gaining control

A fire front's direction of travel is primarily determined by direction of prevailing winds, geographic aspect, and condition of the fuels in the advance direction. The speed of a fire front's advance is a result of conditions at the site of the currently burning material and of lands in the advance direction of the fire. As a fire advances, the overriding influences determining its speed are prevailing wind speed, terrain slope gradient, dominant fuel size classes, and fuel continuity.

Wildfires advance by two principal mechanisms: combustion resulting from radiant heating, and remote ignition resulting from ember production. Fire stays at one location primarily due to the size class of the material being consumed. Grass formations are dominated by low volumes of very

“fine” fuels and, depending on the level of dryness, can be consumed, with the fire advancing, in a matter of minutes. On the other hand, tree-dominated formations have significantly greater volumes of available fuel and a far greater amount of larger-sized pieces. Fires can remain at these locations for days, often weeks, and sometimes months (on heavily wooded conifer sites).

Fires burn where fuels are available. Fires in grasslands burn at one level set by the height of the grass, while fires in brushlands can burn surface fuels and typically consume the stems and leafy crowns to the full height of the plants. Fires in tree formations have a much more complex pattern of movement based primarily on the continuity (or “connectedness”) of the fuels. In these stands there are typically three distinct layers of fuels, arranged vertically: surface, stems and trunks, and the crown composed of branches, twigs and leaves. The continuity of fuels is important to consider in both horizontal and vertical directions. If a fire enters a stand and is advancing only as a surface fire it will continue this manner of advance if there is high horizontal fuel connectivity. However, if there is also a high degree of vertical continuity (provided by fuels referred to as “ladder fuels”) then a fire can move into the crown, as well as forward across the surface, and fuels in the entire stand structure become involved.

Flame lengths are generally determined by the volume of fuels burning, the amount of time to total consumption, and the height of the species in the composition. Grassland produces flame lengths typically ranging from 1 to 3 feet as they are composed of low volumes of fine materials that are consumed quickly. Flame lengths are at their maximum when the material is dry. Brush formations can produce flame lengths from 4 to 10 feet. Native oak-dominated hardwood formations can generate 20- to 40-foot flame lengths and stands of exotics, such as *Eucalyptus globulus* or *E. cinerea*, or dense conifer stands, over 100 feet. Flame length is important as it sets the distance over which radiant heating-related combustion can occur.

The temperature achieved in a wildfire is directly related to the amount of cellulosic material available for consumption. Grasslands have very low amounts and attain lower temperatures but woodland, characterized by large amounts of highly concentrated cellulosic material, can attain temperatures on the order of 1,800 degrees Fahrenheit.

Gaining control over a wildfire’s behavioral character is the objective of response efforts. Grassland fires, burning in low-fuel volume, rapid consumption, and at a single level are the easiest to control. On the other end, fires that are burning in high-fuel volumes, full-spectrum size classes, and entire stand structure involvement, can require days, weeks, even months, to control completely.

b. Wildfire Hazard Designations

In California, State and local agencies share responsibility for wildfire prevention and suppression and federal agencies take part as well. Federal agencies are responsible for federal lands in Federal Responsibility Areas (FRA). The State of California has determined that some non-federal lands in unincorporated areas with watershed value are of statewide interest and have classified those lands as State Responsibility Areas (SRA). CAL FIRE manages SRAs. All incorporated areas and unincorporated lands not in FRAs or SRAs are classified as Local Responsibility Areas (LRA).

While nearly all of California is subject to some degree of wildfire hazard, there are specific features that make certain areas more hazardous. CAL FIRE is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors (PRC 4201-4204, California Government Code 51175-89). As described above, the primary factors that increase an area’s susceptibility to fire hazards include slope, vegetation type and condition, and atmospheric conditions. CAL FIRE maps fire hazards based on zones, referred to as Fire Hazard Severity Zones

(FHSZ). There are three levels of severity: 1) Moderate FHSZs; 2) High FHSZs; and 3) Very High FHSZs. Only the Very High FHSZs are mapped for LRAs. Each of the zones influence how people construct buildings and protect property to reduce risk associated with wildland fires. However, none of the fire zones specifically prohibit development or construction. To reduce fire risk under State regulations, areas in Very High FHSZs must comply with specific building and vegetation management requirements intended to reduce property damage and loss of life in those areas.

The Plan Area is primarily an LRA with a small section in the northeast of the Plan Area being an FRA. The Plan Area does not contain land classified as Very High FHSZ's (CAL FIRE 2023). The closest area classified as a Very High FHSZ is located approximately 2.2 miles southeast of the Plan Area near Sycamore Park in the City of Whittier (CAL FIRE 2023).

c. Fire History

There have been several small fires in the Plan Area in the last decade. In 2015, a fire burned approximately 400 acres near Lincoln Boulevard in the Whittier Narrows recreation area. In 2018, a brush fire burned approximately 50 acres near Lincoln Avenue and San Gabriel Boulevard. Although Montebello is not designated as a very high fire hazard severity zone (VHFHSZ), neighboring jurisdictions including the City of Whittier and the unincorporated community of Hacienda Heights, to the east of the City, have high fire risk. The northeastern portion of the Plan Area is in the wildland-urban interface (WUI). Land and developments in the WUI are particularly susceptible to property damage during wildfire events (Montebello 2023).

d. Post-fire Slope Instability and Drainage Pattern Changes

Slope instability from wildfire scarring of the landscape can result in slope instability in the form of more intensive flooding and landslides. These post-fire slope soils and altered drainage patterns can result in soil creep on downslope sides of foundations and reduce lateral support.

e. Fire Protection Services

The Plan Area is served by the Montebello Fire Department (MFD). The MFD is an “all-risk” organization meaning that it responds to the needs of the community regardless of the nature of the incident (City of Montebello 2023). The Department currently has five Divisions: Fire Operations (Suppression and Emergency Medical Services-EMS), Fire Prevention and Risk Reduction, Communications, Fire Community & Outreach Services and Fire Administration. The Department's Divisions are comprised of innovative strategic approaches and non-traditional models to provide higher standards of service to the community (City of Montebello 2023). The MFD has three fire stations serving the Plan Area: Fire Station 55 (headquarters), at 600 N. Montebello Boulevard; Fire Station 56, at 1166 S. Greenwood Avenue; and Fire Station 57, at 2950 Via Acosta (City of Montebello, 2023). The MFD has a total of 76 Full-Time Employees and four Part-Time Employees and is equipped with three type 1 engines, one tractor-drawn aerial truck, one brush engine, and one Cal-OES fire engine (MFD 2023).

4.20.2 Regulatory Framework

a. Federal

International Fire Code

The International Fire Code (IFC), created by the International Code Council, and the International Building Code use a hazard classification system to determine what protective measures are required for fire and life safety. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, the IFC employs a permit system based on hazard classification. The IFC is updated every three years and is the basis for the California Fire Code (CFC) (also updated triennially). Local jurisdictions, including the City of Montebello, then adopt the CFC, in some cases with local amendments.

Disaster Mitigation Act of 2000

The Disaster Mitigation Act of 2000 provided a new set of mitigation plan requirements for State and local jurisdictions that encourage them to coordinate disaster mitigation planning and implementation. States are encouraged to complete a “Standard” or an “Enhanced” Natural Mitigation Plan. Enhanced plans demonstrate increased coordination of mitigation activities at the State level and, if completed and approved, increase the amount of funding through the Hazard Mitigation Grant Program. The State of California Multi-Hazard Mitigation Plan (SHMP) complies with this act.

National Fire Plan

The National Fire Plan (NFP) was developed under Executive Order 11246 in August 2000, following a historic wildland fire season. Its intent was to establish plans for active response to severe wildland fires and their impacts on communities, while ensuring sufficient firefighting capacity. The NFP addresses firefighting, rehabilitation, hazardous fuels reduction, community assistance, and accountability. The NFP promotes close coordination among local, State, Tribal, and federal firefighting resources by conducting training, purchasing equipment, and providing prevention activities on a cost-share basis. To help protect people and their property from potential catastrophic wildfire, the NFP directs funding to projects designed to reduce fire risks to communities (United States Department of Agriculture [USDA], United States Department of the Interior [DOI] 2000). A list of high-risk communities identified in the wildland-urban interface, the area where homes and wildlands intermix, was published in the Federal Register in 2001. At the request of Congress, the Federal Register notice only listed those communities neighboring federal lands (USDA, DOI 2002). CAL FIRE incorporates concepts from this plan into State fire planning efforts (CAL FIRE 2018).

b. State

California Fire and Building Codes (2022)

The CFC is Chapter 9 of California Code of Regulations (CCR) Title 24. It establishes the minimum requirements, consistent with nationally recognized good practices, to safeguard public health, safety, and general welfare from the hazards of fire, explosion, or dangerous conditions in new and existing buildings, structure, and premises, and to provide safety and assistance to firefighters and emergency responders during emergency operations. It is the primary means for authorizing and

enforcing procedures and mechanisms to ensure the safe handling and storage of any substance that may pose a threat to public health and safety. The CFC regulates the use, handling, and storage requirements for hazardous materials at fixed facilities. The CFC and California Building Code use a hazard classification system to determine what protective measures are required to ensure fire safety and protect lives. These measures may include construction standards, separations from property lines, and specialized equipment. To ensure that these safety measures are met, the CFC employs a permit system based on hazard classification. The provisions of the CBC apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure or any appurtenances connected or attached to such building structures throughout California.

The CFC is included in Title 24 of the CCR. Title 24, part 9, Chapter 7 addresses fire-resistances-rated construction; California Building Code (Part 2), Chapter 7A addresses materials and construction methods for exterior wildfire exposure; CFC Chapter 8 addresses fire related Interior finishes; CFC Chapter 9 addresses fire protection systems; and CFC Chapter 10 addresses fire-related means of egress, including fire-apparatus access-road width requirements. CFC Section 4906 also contains existing regulations for vegetation and fuel management to maintain clearances around structures. These requirements establish minimum standards to protect buildings in FHSZs in SRAs and wildland-urban interface fire areas. This code includes provisions for ignition-resistant construction standards for new buildings.

California Strategic Fire Plan

The 2019 Strategic Plan prepared by CAL FIRE and the California Natural Resources Agency lays out central goals for reducing and preventing the impacts of fire in the state. The goals are meant to establish, through local, State, federal, and private partnerships, a natural environment that is more resilient and human-made assets that are more resistant to the occurrence and effects of wildland fire.

In addition to the 2019 Strategic Plan for California, individual CAL FIRE units develop fire plans, which are major strategic documents that establish a set of tools for each CAL FIRE unit for its local area. Updated annually, unit fire plans identify wildfire protection areas, initial attack success, assets and infrastructure at risk, pre-fire management strategies, and accountability in their unit's geographical boundaries. The unit fire plan identifies strategic areas for pre-fire planning and fuel treatment as defined by the people who live and work locally. The unit fire plans include contributions from local collaborators and stakeholders and are aligned with other plans applicable to the area.

California Multi-Hazard Mitigation Plan (SHMP)

California Governor's Office of Emergency Services (Cal OES) prepares the SHMP, which identifies hazard risks and includes a vulnerability analysis and a hazard mitigation strategy (Cal OES 2018). The SHMP is required under the Disaster Mitigation Act of 2000 for the State to receive federal funding. The Disaster Mitigation Act of 2000 requires a SHMP as a condition of disaster assistance. The SHMP represents the State's primary hazard mitigation guidance document, providing an updated analysis of the state's historical and current hazards, hazard mitigation goals and objectives, and hazard mitigation strategies and actions. The SHMP represents the State's overall commitment to supporting a comprehensive mitigation strategy to reduce or eliminate potential risks and impacts of disasters in order to promote faster recovery after disasters and, overall, a

more resilient state. SHMPs are required to meet the elements outlined in FEMA’s State Mitigation Plan Review Guide (revised March 2015, effective March 2016).

Cal OES is responsible for the development and maintenance of the State’s plan for hazard mitigation. The State’s SHMP was last approved by FEMA as an Enhanced State Mitigation Plan in 2018. The SHMP is designed to reduce the effects of disasters caused by natural, technological, accidental, and adversarial/human-caused hazards. The SHMP sets the mitigation priorities, strategies, and actions for the state. The SHMP also describes how risk assessment and mitigation strategy information is coordinated and linked from local mitigation plans into the SHMP and provides a resource for local planners of risk information that may affect their planning area. The State of California is required to review and revise the SHMP and resubmit for FEMA approval at least every 5 years to ensure continued funding eligibility for certain federal grant programs.

State Emergency Plan

The foundation of California’s emergency planning and response is a statewide mutual aid system, designed to ensure that adequate resources, facilities, and other support is provided to jurisdictions whenever their own resources prove inadequate to cope with an emergency situation.

The California Disaster and Civil Defense Master Mutual Aid Agreement (California Government Code Sections 8555–8561) requires signatories to the agreement to prepare operational plans to use both inside and outside their jurisdiction. These operational plans include fire and non-fire emergencies related to natural, technological, and war contingencies. The State of California, all State agencies, all political subdivisions, and all fire districts signed this agreement in 1950.

Section 8568 of the California Government Code, the California Emergency Services Act, states that “the State Emergency Plan shall be in effect in each political subdivision of the state, and the governing body of each political subdivision shall take such action as may be necessary to carry out the provisions thereof.” The act provides the basic authorities for conducting emergency operations following the proclamations of emergencies by the Governor or appropriate local authority, such as a City Manager. The provisions of the act are further reflected and expanded on by appropriate local emergency ordinances. The act further describes the function and operations of government at all levels during extraordinary emergencies, including war.

All local emergency plans are extensions of the State of California Emergency Plan. The State Emergency Plan conforms to the requirements of California’s Standardized Emergency Management System (SEMS), which is the system required by Government Code 8607(a) for managing emergencies involving multiple jurisdictions and agencies. The SEMS incorporates the functions and principles of the Incident Command System (ICS), the Master Mutual Aid Agreement, existing mutual aid systems, the operational area concept, and multi-agency or inter-agency coordination. Local governments must use SEMS to be eligible for funding of their response-related personnel costs under State disaster assistance programs. The SEMS consists of five organizational levels that are activated as necessary, including: field response, local government, operational area, regional, and State. Cal OES divides the state into several mutual aid regions (Cal OES 2017).

California Building Code

Wildland-Urban Interface Building Standards

On September 20, 2007, the building Standards Commission approved the Office of the State Fire Marshal’s emergency regulations amending the CCR, Title 24, Part 2, known as the 2007 California

Building Code. These codes include provisions for ignition-resistant construction standards in the WUI. The codes distinguish between three types of WUI zones: interface, intermix, and influence, defined as follows:

Interface zones are dense housing adjacent to vegetation that can burn and must meet the following criteria:

1. Housing density class 2, 3, or 4
2. In Moderate, High, or Very High FHSZ
3. Not dominated by wildland vegetation (lifeform not herbaceous, hardwood, conifer, or shrub)
4. Spatially contiguous groups of 30-meter cells that are 10 acres and larger

Intermix zones are housing development interspersed in an area dominated by wildland vegetation and must meet the following criteria:

1. Not interface
2. Housing density class 2
3. Housing density class 3 or 4, dominated by wildland vegetation
4. In Moderate, High, or Very High FHSZ
5. Improved parcels only
6. Spatially contiguous groups of 30-meter cells 25 acres and larger

Influence zones have wildfire-susceptible vegetation up to 1.5 miles from an interface zone or intermix zone (CAL FIRE 2023).

California PRC

The California PRC includes fire safety regulations that restrict the use of equipment that may produce a spark, flame, or fire, require the use of spark arrestors on construction equipment that use an internal combustion engine, specify requirements for the safe use of gasoline-powered tools in fire hazard areas, and specify fire suppression equipment that must be provided on-site for various types of work in fire-prone areas.

These regulations include the following:

- Earthmoving and portable equipment with internal combustion engines would be equipped with a spark arrestor to reduce the potential for igniting a wildland fire (PRC Section 4442)
- Appropriate fire suppression equipment would be maintained during the highest fire danger period—from April 1 to December 1 (PRC Section 4428)
- On days when a burning permit is required, flammable materials would be removed to a distance of 10 feet from any equipment that could produce a spark, fire, or flame, and the construction contractor would maintain the appropriate fire suppression equipment (PRC Section 4427)
- On days when a burning permit is required, portable tools powered by gasoline-fueled internal combustion engines would not be used within 25 feet of any flammable materials (PRC Section 4431)

California PRC Section 4290

The California PRC Section 4290 was adopted to establish minimum wildfire protection standards in conjunction with building, construction, and development in SRAs. Under PRC Section 4290, the future design and construction of structures, subdivisions, and developments in SRAs must provide for basic emergency access and specified perimeter wildfire protection measures. These measures provide for road standards for emergency access, signing and building numbering, water supply reserves, and fuel breaks and greenbelts.

California PRC Section 4291

PRC Section 4291 applies to a person who owns, leases, controls, operates, or maintains a building or structure in, upon, or adjoining a mountainous area, lands covered by forest, brush, or grass, or land that is covered with flammable material. Section 4291 requires maintaining defensible space of 100 feet from each side of the structure but not beyond the property line. The amount of fuel modification necessary must account for the flammability of the structure as affected by building material, building standards, location, and type of vegetation.

Executive Order N-05-19

On January 9, 2019, the Governor issued Executive Order N-05-19 to address wildfire in California. Executive Order N-05-19 directs CAL FIRE, in consultation with other State agencies and departments, to recommend immediate-, medium-, and long-term actions to help prevent destructive wildfires. In response, CAL FIRE created the Community Wildfire Prevention and Mitigation Report, which contains recommendations to reduce damage from wildfires across the state. Specifically, these recommendations focus on reducing wildfire fuel (such as vegetation clearing), long-term community protection (creating defensible space in communities), wildfire prevention, and forest health.

Government Code Section 51182

According to Government Code Section 51182 (amended by AB 3074 and AB 63, which create a new 0- to 5-foot ember resistant zone and new definitions and requirements for defensible space, respectively), a person who owns, leases, controls, operates, or maintains an occupied dwelling or occupied structure in, upon, or adjoining a mountainous area, forest-covered land, brush-covered land, grass-covered land, or land that is covered with flammable material, or land that is in a Very High FHSZ shall at all times do all of the following:

1. Maintain defensible space of 100 feet from each side and from the front and rear of the structure.
2. Remove that portion of a tree that extends within 10 feet of the outlet of a chimney or stovepipe.
3. Maintain a tree, shrub, or other plant adjacent to or overhanging a building free of dead or dying wood.
4. Maintain the roof of a structure free of leaves, needles, or other vegetative materials.
5. Prior to constructing a new dwelling or structure that will be occupied, or rebuilding an occupied dwelling or occupied structure damaged by a fire in that zone, the construction or rebuilding of which requires a building permit, obtain a certification from the local building official that the dwelling or structure, as proposed to be built, complies with all applicable State and local building standards.

SB 1241 (Kehoe) of 2012

SB 1241 requires cities and counties in SRAs and Very High FHSZs to address fire risk in the safety element of their general plans. The bill also resulted in amendments to the *CEQA Guidelines* to include questions related to fire hazard impacts for projects located in or near lands classified as SRAs and Very High FHSZs.

CPUC General Orders

General Order 95

California Public Utilities Commission (CPUC) General Order 95 applies to construction and reconstruction of overhead electric lines in California. The replacement of poles, towers, or other structures is considered reconstruction and requires adherence to all strength and clearance requirements of this order. The CPUC has promulgated various Rules to implement the fire safety requirements of General Order 95, including:

- Rule 18A requires utility companies take appropriate corrective action to remedy Safety Hazards.
- General Order 95 nonconformances requires that each utility company establish an auditable maintenance program.
- Rules 31.2 requires that lines be inspected frequently and thoroughly.
- Rule 35 requires that vegetation management activities be performed in order to establish necessary and reasonable clearances. These requirements apply to all overhead electrical supply and communication facilities that are covered by General Order 95, including facilities on lands owned and maintained by California State and local agencies.
- Rule 38 establishes minimum vertical, horizontal, and radial clearances of wires from other wires.
- Rule 43.2.A.2 requires that, for lines located within Tier 2 or Tier 3 zones, the wind loads required in Rule 43.2.A.1 be multiplied by a wind load factor of 1.1. (CPUC 2018)

General Order 165

General Order 165 establishes requirements for the inspection of electric distribution and transmission facilities that are not contained in a substation. Utilities must perform “Patrol” inspections, defined as a simple visual inspection of utility equipment and structures and designed to identify obvious structural problems and hazards, at least once per year for each piece of equipment and structure. “Detailed” inspections, where individual pieces of equipment and structures are carefully examined, are required every 5 years for all overhead conductor and cables, transformers, switching/protective devices, and regulators/capacitors. By July 1 of each year, each utility subject to this General Order must submit an annual report of its inspections for the previous year under penalty of perjury (CPUC 2017a).

General Order 166

General Order 166 Standard 1.E requires that investor-owned utilities develop a fire prevention plan that describes measures that the electric utility will implement to mitigate the threat of power-line fires. Additionally, this standard requires that investor-owned utilities outline a plan to mitigate power-line fires when wind conditions exceed the structural design standards of the line during a Red Flag Warning in a high fire threat area. Fire prevention plans created by investor-owned utilities

are required to identify specific parts of the utility's service territory where the conditions described above may occur simultaneously. Standard 11 requires that utilities report annually to the CPUC regarding compliance with General Order 166 (CPUC 2017b).

SB 1028

SB 1028 (2016) requires each electrical corporation to construct, maintain, and operate its electrical lines and equipment in a manner that will minimize the risk of catastrophic wildfire posed by those components, and makes a violation of these provisions by an electrical corporation a crime under State law. The bill also requires each electrical corporation to annually prepare a wildfire mitigation plan submitted to the CPUC for review. The plan must include a statement of objectives, a description of preventive strategies and programs that are focused on minimizing risk associated with electric facilities, and a description of the metrics that the electric corporation uses to evaluate the overall wildfire mitigation plan performance and assumptions that underlie the use of the metrics.

c. Local

Emergency Operation Plan

Montebello's Emergency Operations Plan (EOP) establishes an Emergency Management Organization (EMO) and assigns functions and tasks consistent with California's Standardized Emergency Management System (SEMS), and the National Incident Management System (NIMS). It provides for the integration and coordination of planning efforts through a whole community approach and authorizes the City's personnel to perform their duties and tasks before, during, and after an emergency. The EOP follows The Federal Emergency Management Agency (FEMA) Comprehensive Preparedness Guide (CPG) 101, November 2020, Version 3.0. The EOP's content is based upon guidance approved and provided by the Federal Emergency Management Agency (FEMA) standard on EOP organization for a local jurisdiction and the California Office of Emergency Services (Cal OES). The intent of the EOP is to provide direction on how to respond to an emergency from the onset, through an extended response and into the recovery process. It promotes a common understanding of the fundamentals of community-based, risk-informed planning and decision making to help planners examine a threat or hazard and produce integrated, coordinated, and synchronized plans. The goal of the EOP is to simplify the planning process across all areas of 1) Prevention, 2) Protection, 3) Mitigation, 4) Response and 5) Recovery. It helps the City develop and maintain viable all-hazards, all-threats response capability.

Inspection and Plan Review

Inspection and Plan Review: The Fire Prevention and Risk Reduction (FPRR) Division is responsible for the completion of thousands of inspections throughout the year. These inspections include construction related inspections, complaint follow-up inspections, weed abatement inspections, and annual business inspections performed in conjunction with the Engine Company Inspection Program. The FPRR Division is also responsible for the completion of approximately 1,000 plans reviews every year. These plan reviews involve reviewing both commercial and residential properties, in new construction and tenant improvements, throughout the Plan Area.

4.20.3 Impact Analysis

a. Methodology and Significance Thresholds

Methodology

The assessment of impacts related to wildfire hazards and risks were evaluated using CAL FIRE FHSZ mapping for the Plan Area, and topographic mapping. Additionally, weather patterns related to prevailing winds and precipitation trends were evaluated as they relate to the spread and magnitude of wildfire. As a programmatic document, this EIR presents a citywide assessment of the proposed Project. Because this EIR is a long-term document intended to guide actions for many years into the future, this analysis relies on program-level and qualitative evaluation.

Significance Thresholds

Appendix G of the *CEQA Guidelines* provides the following significance thresholds to determine if a project may have a significant impact on wildfire (W). If located in or near SRAs or lands classified as Very High FHSZs, would the proposed Project do any of the following:

1. Substantially impair an adopted emergency response plan or emergency evacuation plan
2. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire
3. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment
4. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes

b. Project and Cumulative Impacts

| |
|--|
| Threshold 1: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the proposed Project substantially impair an adopted emergency response plan or emergency evacuation plan? |
|--|

Impact WFR-1 THE PROPOSED GENERAL PLAN UPDATE INCLUDES POLICIES TO ADDRESS EMERGENCY ACCESS, RESPONSE, AND PREPAREDNESS. THEREFORE, THE PROPOSED PROJECT WOULD NOT SUBSTANTIALLY IMPAIR AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The proposed General Plan Update is a policy document which does not include specific development entitlements but rather sets forth goals and policies with the intention of guiding future development in the Plan Area. The City would evaluate development carried out under the proposed General Plan Update on a project-specific basis for wildfire safety, including the ability of emergency vehicles to access project sites and ease of evacuation from those sites.

The Plan Area does not contain land defined as a Very High FHSZ by CAL FIRE nor does it contain an SRA area (CAL FIRE 2023). As described in Section 2, *Project Description*, generally, new development under the proposed Project would result from re-use of properties, conversion of uses

in response to market demand (e.g., select industrial to commercial), and more intense use of land in defined areas. New development would primarily occur in urbanized areas.

The MFD has three fire stations serving the Plan Area: Fire Station 55 (headquarters), at 600 N. Montebello Boulevard; Fire Station 56, at 1166 S. Greenwood Avenue; and Fire Station 57, at 2950 Via Acosta (City of Montebello, 2023). The MFD has a total of 76 Full-Time Employees and four Part-Time Employees and is equipped with three type 1 engines, one tractor drawn aerial truck, one brush engine, and one Cal-OES fire engine (City of Montebello 2023).

The proposed General Plan Update includes the following policies and associated implementation actions to ensure safe and efficient evacuation and emergency response:

P4.7 Provide a network of complete streets that are safe and accessible for all transportation modes and users, including those with impaired mobility, with a system of multimodal and context-appropriate roadways that support a shift to alternative travel modes and a reduction in VMT.

A4.7f Require new developments to prepare emergency evacuation plans as appropriate.

A4.7g Ensure that the City's citywide circulation network maintains emergency response access, including along key north-south and east-west corridors.

P6.4 Provide a high level of fire protection service in the community.

A6.4a Maintain an average fire department response time of less than 3 minutes to emergency calls for service.

A6.4b Continue to secure adequate equipment and attract and retain personnel while collaborating with neighboring jurisdiction and partner agencies to adequately respond to emergencies and incidents in all parts of the City.

P6.5 Main a current Emergency Operations Plan.

A6.5 Regularly review and update the City's safety plan every two years.

P6.12 Take necessary steps to establish and maintain the City's capability to respond promptly and effectively to emergencies.

A6.12a Review service levels regularly and adjust service accordingly to meet the demands of continued growth in population, development, tourism, and other factors which could change the needs for emergency services.

A6.12b Establish designated emergency response and evacuation routes throughout the city, for each climate hazard (e.g., flooding, fire, etc.), focusing on the most vulnerable populations including seniors and geographically isolated individuals.

A6.12c Regularly update and maintain emergency preparedness and evacuation plans; create public information/education programs to enable coordinated response, recovery, and mitigation efforts by the city and other governmental agencies.

A6.12d Foster cooperation with neighboring cities and agencies to enhance mutual aid opportunities following natural hazard events.

A6.12e Ensure operational readiness of the City's Emergency Operations Center (EOC).

A6.12f Adopt, monitor, and maintain service delivery objectives based on national time standards for all fire, rescue and emergency response services.

- A6.12g Coordinate with other area jurisdictions and local community groups and businesses to execute a variety of exercises to test operational and emergency plans and identify potential deficiencies in services that may occur during a disaster.
- A6.12h Address any deficiencies identified during emergency operations testing exercises by amending the City's Emergency Operations Plan accordingly. Continue to update the City's Emergency Operations Plan every five years.
- A6.12i Update the Hazard Mitigation Plan every five years and evaluate the mitigation plan annually to determine the effectiveness of programs and to reflect changes in land development or programs that may affect mitigation priorities.
- A6.12j Develop and support a network of resilience hubs to facilitate health, food, medical, and emergency services, especially to vulnerable populations during climate hazards such as extreme heat events, flooding, and poor air quality events.

Furthermore, the City's EOP helps maintain the City's ability to prepare, respond and recover from a variety of emergency incidents. Because it includes the policies and actions listed above, including requiring emergency evacuation plans for new development (A4.7f) and reviewing and updating the City's safety plan every two years (A6.5), the proposed Project would not conflict with the EOP and would not impair evacuation. Because the City and MFD would review development carried out under the proposed Project to ensure that emergency access meets City standards, impacts related to impairing an adopted emergency response plan or emergency evacuation plan would be less than significant.

Mitigation Measures

Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.

Threshold 2: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the proposed Project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Impact WFR-2 THE PROPOSED GENERAL PLAN UPDATE INCLUDES POLICIES TO ENSURE DEVELOPMENT WOULD NOT EXACERBATE WILDFIRE RISK DUE TO SLOPE, PREVAILING WINDS, OR OTHER FACTORS. FURTHERMORE, DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT WOULD ADHERE TO THE CFC AND BE REVIEWED BY MFD TO ENSURE WILDFIRE RISK WOULD NOT BE EXACERBATED. THEREFORE, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Development carried out under the proposed Project would primarily occur in urbanized areas of Montebello, where the risk of wildfire is much less than in more rural areas where fuels are more continuous and abundant.

In the Plan Area, wildfire risk is influenced by a multitude of compounding factors that include its mostly warm and dry Mediterranean-type climate, continuing expansion of the wildland urban interface, drought events, periodic episodes of Santa Ana winds, historical fire suppression, human activities, topographical factors, and the type and spatial distribution of vegetation (City of Montebello 2023).

However, the proposed General Plan Update includes the following goals, policies, and associated implementation actions to minimize potential wildfire risks:

P6.8 Provide protection from wild and urban fire hazards to persons, property, and city assets

- A6.8a Develop a “City of Montebello Water Master Plan” and upgrade water lines throughout the city to ensure that they provide adequate fire flows necessary for firefighting.
- A6.8b Provide adequate staffing, equipment, technology, training and funding for the Montebello Fire Department to ensure that the department is continually equipped and trained to meet existing and projected service demands and response times
- A6.8c Continue to use the development review process to project plans to the Fire Department and other reviewing agencies for fire safety review, including building materials, access, and circulation
- A6.8d Inspect all fire hydrants for operational readiness on an annual basis, and repair and/or replace all defective hydrants.
- A6.8e Use public funding, where available and practical, to assist private landowners in implementing defensible space and building retrofits to achieve a low-risk condition.
- A6.8f Ensure that all existing and new residential development located in the Wildland Urban Interface (WUI) and any other future designated wildfire hazard zones have at least two emergency evacuation routes as well as adequate evacuation access (ingress and egress).
- A6.8g Sponsor and support public education programs, such as neighborhood events, the Montebello Fire Department website, social media content, and printed educational materials to promote defensible space standards and emergency evacuation protocols.
- A6.8h Maintain a maximum response time of 5 minutes for fire suppression services. Require new development to ensure that fire response times and service standards are maintained.
- A6.8i Implement fire prevention and suppression programs in areas of high fire hazard areas, including both urban and wildland areas.
- A6.8j Maintain adequate fire breaks in areas within and adjacent to areas of high wildfire hazard.
- A6.8k Coordinate firefighting efforts with local, state, and federal agencies.
- A6.8l Increase the resilience of existing development in high-hazard areas built prior to modern fire safety codes or wildfire hazard mitigation guidance.
- A6.8m Maintain adequate fire suppression capability in areas of intensifying urban development, as well as areas where urban uses and open spaces mix.
- A6.8n Continue annual brush inspections and enforce clearance requirements on public and private property within the Wildland Urban Interface and any other future designated wildfire hazard zones, as dictated by CAL FIRE, in accordance with the Board of Forestry and Fire Protection Fire Safe Regulations, California Building Standards Code, and Montebello Municipal Code related to ongoing maintenance of vegetation clearance on public and private roads, roadside fuel reduction plan, and defensible space clearances.
- A6.8o Increase the resilience of new development in the Wildland Urban Interface and any other future designated wildfire hazard zones in compliance with the Board of Forestry and Fire Protection Fire Safe Regulations, California Building Standards Code, and Montebello Municipal Code. Require all new development to be served by a water system that meets applicable fire flow requirements.
- A6.8p Increase the resilience of existing development in the Wildland Urban Interface and any other future designated wildfire hazard zones built prior to modern fire safety codes or

wildfire hazard mitigation guidance in compliance with the Board of Forestry and Fire Protection Fire Safe Regulations, California Building Standards Code, and Montebello Municipal Code.

- A6.8q Require development of new public facilities, when feasible, to be located outside of and any other future designated wildfire hazard zones to ensure critical infrastructure is fire resilient.
- A6.8r Maintain a maximum response time of 5 minutes for fire suppression services. Require new development to ensure that fire response times and service standards are maintained.
- A6.8s Ensure that re-development after a large fire complies with the requirements for construction in the Wildland Urban Interface and any other future designated wildfire hazard zones.
- A6.8t Ensure that the planning and design of development in and any other future designated wildfire hazard zones minimizes wildfire hazards and includes adequate provisions for vegetation management, emergency vehicle access, and firefighting while also complying with current fire codes.
- A6.8u Require fire protection plans for new development in and any other future designated wildfire hazard zones.
- A6.8v Require visible home and street addressing, and signage across the city.
- A6.8x The Montebello Police and Fire Departments should routinely assess and project future emergency service needs associated with wildland and urban fire hazards.

Development under the General Plan Update would also be required to adhere to State and federal regulations related to wildfire. This includes approval of plans and specifications to verify compliance with applicable codes, including the following:

- Title 24, CCR, Building Regulations
- Uniform Fire Code
- National Fire Codes of the National Fire Protection Association
- Title 19, CCR, Public Safety
- Title 8, CCR, Occupational Safety
- California Health and Safety Code

The CFC includes safety measures that minimize the threat of fire, including ignition-resistant construction with exterior walls of noncombustible or ignition resistant material from the surface of the ground to the roof system and sealing any gaps around doors, windows, eaves, and vents to prevent intrusion by flame or embers. Development would also be required to meet California Building Code requirements, including CCR Title 24, Part 2, which includes specific requirements related to exterior wildfire exposure. CCR Title 14 sets forth the minimum development standards for emergency access, fuel modification, setback, signage, and water supply, which help prevent loss of structures or life by reducing wildfire hazards risk. Compliance with these regulations and building standards would reduce the potential for development carried out under the proposed Project from contributing to the exposure to pollutants of persons in or near such development.

The City of Montebello would evaluate development carried out under the proposed Project to ensure such development would minimize risks associated with wildfire, including its potential to exacerbate wildfire risk due to slope or prevailing winds. Compliance with State and federal

regulations, MFD requirements and recommendations, and the policies and actions included in the proposed General Plan Update would ensure that the proposed Project would not exacerbate wildfire risk due to slope or prevailing winds which could expose occupants to substantial pollutant concentrations or the uncontrolled spread of a wildfire. This impact would be less than significant.

Mitigation Measures

Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.

Threshold 3: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the proposed Project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Impact WFR-3 THE PROPOSED PROJECT WOULD NOT REQUIRE THE INSTALLATION OR MAINTENANCE OF SUBSTANTIAL INFRASTRUCTURE THAT MAY EXACERBATE FIRE RISK OR RESULT IN TEMPORARY OR ONGOING IMPACTS TO THE ENVIRONMENT ASSOCIATED WITH FIRE RISK. THEREFORE, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

As described in Section 2, *Project Description*, the proposed Project emphasizes mixed-use and infill development in existing urbanized parts of the Planning Area. These areas typically do not have large tracts of vegetation cover and already contain existing utility infrastructure. As a result, minimal additional infrastructure, such as roads, fuel breaks, emergency water sources, power lines, or other utilities, would be required to accommodate development carried out under the proposed Project.

The proposed Project would allow development that would require minimal additional utility infrastructure, and policies included in the proposed General Plan Update (see Impact WFR-1) would ensure development would not result in substantial fire risk. Therefore, this impact would be less than significant.

Mitigation Measures

Implementation of policies and actions from the proposed General Plan Update would reduce impacts to a less than significant level, no mitigation is required.

Threshold 4: If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the proposed Project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Impact WFR-4 THE PROPOSED GENERAL PLAN UPDATE INCLUDES POLICIES TO ENSURE DEVELOPMENT WOULD NOT EXACERBATE RISKS FROM FLOODING OR LANDSLIDES DUE TO WILDFIRE. THEREFORE, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

Vegetation on hillslopes helps to stabilize soil, slow water flow, and support percolation into the soil. Severe wildfires damage trees, the shrub canopy, vegetation, and soil. Once vegetation burns, a greater surface area of soil is exposed to the elements, and the lack of roots decreases the

structural integrity of the soil. Thus, wildfire burn areas typically endure an increased runoff after intense rainfall, which can put residences and structures downslope of a burned area at risk of localized floods and landslides.

Any development carried out under the proposed Project would be required to implement Best Management Practices to minimize runoff flows, as described further in Section 4.10, *Hydrology and Water Quality* of this EIR, wildfire burn areas would also be treated to stabilize slopes and treat burn areas which would minimize adverse impacts of flooding following a wildfire. The proposed Project encourages infill and mixed-use development that would primarily occur in urbanized parts of the Plan Area that are relatively flat and away from hillsides. Additionally, the proposed General Plan Update includes policies to ensure development would not result in substantial fire risk. As a result, the proposed Project would not expose people or structures to substantial flooding or landslides as a result of post-fire runoff, slope instability, or drainage changes. This impact would be less than significant.

Mitigation Measures

Implementation of policies and actions from the proposed General Plan Update, and required compliance with existing regulations, would reduce impacts to a less than significant level, no mitigation is required.

4.20.4 Cumulative Impacts

The cumulative impacts assessment area for wildfire is Los Angeles County. The area comprising Los Angeles County is appropriate for the wildfire cumulative impacts analysis because it contains tracts of wildland fuels, such as forest land and chaparral that are near (to varying degrees), but outside of, the Plan Area.

Other reasonably foreseeable development outside of the Plan Area would place structures and people in Very High FHSZs or on or at the base of slopes and hillsides susceptible to post-wildfire risks, such as landslides or mudflows. While the cumulative impact related to exacerbated wildfire risks and exposure to post-fire hazards from such development would be potentially significant, as concluded in Section 4.20.3, *Impact Analysis*, the proposed Project would have a less-than-significant impact related to wildfires. Adherence to State, regional, and local fire protection policies and requirements, as well as implementation of policies and actions included in the proposed General Plan Update, would ensure potential impacts related to wildfire are minimized for development carried out under the proposed Project. Additionally, the proposed Project calls for focusing development in urbanized areas of Montebello, away from wildland fuels and slopes. Lastly, the Plan Area is surrounded by other urban areas, and is not adjacent to/contiguous with other tracts of wildland fire fuels discussed above.

Other reasonably foreseeable development outside of the Planning Area would place structures and people in Very High FHSZs or on or at the base of slopes and hillsides susceptible to post-wildfire risks, such as landslides or mudflows. The cumulative impact related to exacerbated wildfire risks and exposure to post-fire hazards would be potentially significant.

As concluded in Section 4.20.3, *Impact Analysis*, the proposed Project would have a less than significant impact related to wildfires. Adherence to State, regional, and local fire protection policies and requirements, as well as implementation of proposed General Plan Update policies, would ensure that potential impacts related to wildfire are minimized for development carried out under the proposed Project. Additionally, the proposed Project focuses development in urbanized areas,

away from areas outside the Plan Area that are susceptible to wildland fuels and slopes. Therefore, the proposed Project would not make a cumulatively considerable contribution to the potentially significant cumulative impacts related to wildfires.

5 Other CEQA Required Discussions

This chapter discusses growth-inducing impacts and irreversible environmental impacts that may be caused by implementation of the proposed Project.

5.1 Growth Inducement

Section 15126(d) of the CEQA Guidelines requires a discussion of a project's potential to foster economic or population growth, including ways in which a project could remove an obstacle to growth. Growth does not necessarily create significant physical changes to the environment. However, depending upon the type, magnitude, and location of growth, it can result in significant adverse environmental effects. The proposed Project's growth inducing potential is therefore considered significant if growth induced by the proposed Project could result in significant physical effects in one or more environmental issue areas.

5.1.1 Population and Employment Growth

The Southern California Association of Government's (SCAG's) 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) projects that the Plan Area's population will increase from 65,300 in 2020 to 67,300 in 2040. The addition of about 2,000 residents over a 20-plus-year period would lead to a 2040 population about 3.1 percent higher than the 2020 population. SCAG forecasts that job growth in the Plan Area will be about 1,600 jobs from 2020 to 2040, a 5.5 percent increase over the 2020 level of 29,200 jobs, bringing total employment in the Plan Area to 30,800 jobs in 2040.

As discussed in Chapter 4.14, *Population and Housing*, development carried out under the proposed Project is projected to add approximately 16,893 housing units to the Plan Area's housing stock over the next 20 years. Based on the Plan Area's estimated average household size of 3.06 persons (DOF 2023), this would lead to an increase of approximately 51,693 residents in the Plan Area (assuming no vacancies). Adding these 51,693 new residents to the Plan Area's 2023 population of 61,645, future residential growth carried out under the proposed Project is predicted to increase the Plan Area's total population to 113,338, which is above SCAG's 2045 population forecasts of 67,800 from the Final Connect SoCal Demographics and Growth Forecast (SCAG 2020). The addition of approximately 51,693 residents would lead to an approximately 76.2 percent increase in population over approximately the next 20 years. Therefore, the proposed Project could induce substantial population growth in the area, either directly or indirectly.

The proposed Project would, however, redistribute some of this forecast growth through creation of the Focus Areas of New Development described and shown in Figure 2-5, *Focus Areas of New Development* in Section 2, *Project Description*. Generally, new development would result from re-use of properties, conversion of uses in response to market demand (e.g., select industrial to commercial), and more intense use of land in defined areas. While there is relatively strong demand for a variety of land uses in the Plan Area, the actual amount and scale of development that can occur is limited by the amount of available land, financial feasibility of new development, fiscal priorities, and the level of acceptable density aligned with community character and vision. The location and amount of projected growth for approximately the next 20 years in the proposed

Project is a result of market study; careful block-block assessment of catalytic sites; design, fiscal, and financial feasibility; and community preference.

Additionally, policies in the proposed General Plan Update would help manage the use of land so that growth, development, and redevelopment occur in an orderly manner. The following General Plan Update policies would guide growth in the Plan Area:

- P2.2 Promote corridor development.
- P2.3 Enhance Downtown's character with compact and walkable infill development.
- P2.6 Preserve and enhance industrial areas.
- P2.7 Encourage urban infill and compact development
- P2.8 Reconnect streets and alleys to form a network.
- P5.5 Promote opportunities for people to build connections with their peers, neighbors, and the greater community supporting inter-generational and inter-cultural programs, activities, and events.

It is the specific purpose of the proposed Project to accommodate the orderly development of the Plan Area. Therefore, by its nature, the proposed Project is intended to reduce the potential for uncontrolled growth in the Plan Area and the environmental impacts associated with uncontrolled growth. It should also be noted that, while the proposed Project would accommodate population growth beyond that forecast by SCAG's 2020 RTP/SCS, it would also help meet the City's RHNA allocation of 5,186 housing units by 2029 as shown in Table 4.14-6 in Chapter 4.14, *Population and Housing*. SCAG's 2020 RTP/SCS projects that the number of households in the City will grow by 1,880 over approximately the next 20 years (through 2045) as indicated in Table 2-5 of Chapter 2, *Project Description*. Spread out over 20 years, this 1,880-household increase would equal 94 households per year. Over the eight-year span of the Housing Element/RHNA cycle, 94 households per year would equal 752 households, which would fall well short of the City's RHNA allocation of 5,186 housing units by 2029.¹ The proposed Project therefore exceeds SCAG's projections, at least in part, for the purpose of meeting the City's RHNA allocation and the housing demand it represents.

5.1.2 Removal of Obstacles to Growth

Montebello is an urbanized community served by existing infrastructure. As discussed in Section 4.19, *Utilities and Service Systems*, and Section 4.10, *Hydrology and Water Quality*, existing infrastructure in the Plan Area would be adequate to serve development carried out under the proposed Project. There is no potential for the City/Plan Area to expand outward because it is surrounded by other cities in Los Angeles County. Thus, all new development envisioned in the proposed Project would occur inside the Plan Area. As discussed in Chapter 2, *Project Description*, the proposed Project encourages preserving the Plan Area's existing pattern of uses and establishing improvements, polices, and protections for long-term maintenance of established neighborhoods. Generally, most new development would result in re-use of properties, conversion of properties to different uses in response to market demand (e.g., select industrial to commercial), and more intense use of land in defined focus areas. Growth in the Plan Area is anticipated to consist of infill development rather than development on greenfield sites.

¹ While households and housing units are not the same (a household is the group of people occupying a housing unit), they are sufficiently analogous for the purposes of this comparison.

5.2 Irreversible Environmental Effects

Section 15126.2(c) of the CEQA Guidelines requires that EIRs evaluating projects involving amendments to public plans, ordinances, or policies contain a discussion of significant irreversible environmental changes. CEQA also requires decision-makers to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve a project. This section addresses non-renewable resources, the commitment of future generations to the proposed uses, and irreversible impacts associated with the proposed project.

As discussed in Section 4.6, *Energy*, construction and routine operation and maintenance of infrastructure and residential and nonresidential buildings consume energy, typically in the form of fossil fuels, natural gas, and electricity. The use of building materials and energy also includes non-renewable resources. Consumption of these resources would occur with any development in the region and are not unique to the Plan Area or the proposed Project. New development in the Plan Area during the lifetime of the proposed Project (approximately the next 20 years) would increase local demand for non-renewable energy resources such as petroleum and natural gas, although increasingly efficient building fixtures and automobile engines, and a State energy portfolio increasingly generated from renewable resources, as well as implementation of policies included in the proposed General Plan Update, are expected to offset this increased demand, either in whole or in part. For these reasons, and because of the Plan Area's relatively small size compared to the region, growth carried out under the proposed Project would not significantly affect local or regional energy supplies. The following General Plan Update policies encourage new developments to be more sustainable and measures that will reduce greenhouse gas (GHG) emissions:

- P2.3 Maximize future Light Rail Stop with TOD Planning.
- P2.7 Encourage urban infill and compact development.
- P3.2 Direct growth and redevelopment to the Downtown Area.
- P3.4 New development will create diverse and walkable neighborhoods.
- P4.1 Support and promote walking, biking, and other nonvehicular modes as an alternative to driving within Montebello.
- P4.2 Promote the use of public transit through high quality local and regional transit service and facilities.
- P4.3 Foster multimodal accessibility between transit services and destinations within the city.
- P4.4 Manage parking and develop curbside regulations to balance the needs for parking, passenger loading, and commercial loading while avoiding negative effects to the walking, biking, and transit experience.
- P4.5 Provide a network of complete streets that are safe and accessible for all transportation modes and users, including those with impaired mobility, with a system of multimodal and context-appropriate roadways that support a shift to alternative travel modes and a reduction in VMT.
- P4.6 Balance local and regional vehicular throughput needs, as well as their effects on other modes of travel.
- P4.7 Prioritize the safety of all modes and users when designing and developing the citywide transportation network.

- P4.8 Ensure the City’s transportation network and planning efforts incorporate new transportation technologies while also preparing for the needs of potential future technologies and modes.
- P5.2 Create a multimodal transportation system that encourages active living and healthy lifestyles in all areas of the City across a broad spectrum of ages, interests, and abilities.
- P7.2 Ensure the maximum distance between residents’ homes and the nearest public park is ½ mile.

Growth carried out under the proposed Project would require an irreversible commitment of law enforcement, fire protection, water supply, wastewater treatment, and solid waste disposal services. As discussed in Sections 4.15, *Public Services*, and 4.19, *Utilities and Service Systems*, impacts to public services and utilities would be reduced to a less than significant level with adherence to proposed General Plan Update policies and federal, State, and regional regulations.

The additional vehicle trips associated with growth under the proposed Project would incrementally increase local traffic, noise levels, and regional air pollutant emissions. As discussed in Section 4.2, *Air Quality*, implementation of mitigation measures would reduce construction and operational emissions, but not always to a less than significant level.

As discussed in Section 4.13, *Noise*, potentially significant impacts would result if any of the following occurred:

1. Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies
2. Result in generation of excessive groundborne vibration or groundborne noise levels
3. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Plan expose people residing or working in the project area to excessive noise levels

The City’s Municipal Code, Plan policies and the implementation of Mitigation Measure NOI-2 would address potentially significant groundborne vibration activity associated with development under the proposed Project and reduce these potential impacts to a less than significant level. The proposed Project would also not expose people residing or working in the Plan Area to excessive noise levels from airport land use. However, construction and operation of individual projects carried out under the proposed Project would temporarily and permanently increase noise levels, potentially affecting nearby noise-sensitive land uses. Although implementation of Mitigation Measure NOI-1 (which addresses construction noise) and continued regulation of noise, consistent with the City Code and implementation of proposed General Plan Update policies, would minimize disturbance to adjacent land uses would minimize operational noise to less than significant levels, construction noise impacts would be significant and unavoidable even with mitigation.

As discussed in Section 4.17, *Transportation*, traffic generated as a result of development carried out under the proposed Project would be potentially significant if it would do any of the following:

1. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities
2. Conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)

3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)
4. Result in inadequate emergency access

Section 15064.3 of the CEQA Guidelines states that Vehicle Miles Traveled (VMT) is the required metric to be used for identifying CEQA impacts instead of LOS. In the Transportation Impact Analysis (TIA) prepared by Kittelson & Associates in September 2023 and included in Appendix B of this EIR, the City of Montebello and County of Los Angeles VMT per Service Population was calculated for the 2023 Existing Conditions, 2045 No Project, and 2045 With Project scenarios using SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) travel demand model to establish Citywide threshold². The proposed Project generated VMT per service population does not exceed the City's VMT Significance Thresholds shown in table 4.17-2 in Section 4.17, *Transportation*. In fact, VMT per service population is forecast to decrease under 2045 With Project scenario (22.07) compared to existing conditions scenario (27.20) and 2045 No Project scenario (26.13), indicating that, with implementation of the proposed Project, the Plan Area's population is expected to travel in a more efficient manner in the future. Because of these measures, potentially significant impacts would be reduced based on the VMT metrics provided.

² The SCAG 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) travel demand model was used to estimate VMT metrics. This version of the SCAG model has been used for VMT analysis in most communities in the SCAG region and is consistent with the requirements from nearby local and regional agencies such as the San Gabriel Valley Council of Governments, which relies on this model to establish thresholds and findings of significance.

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6 Alternatives

As required by Section 15126.6 of the California Environmental Quality Act (CEQA) Guidelines, this chapter of the EIR examines a range of alternatives to the General Plan Update.

Section 15126.6(a) of the CEQA Guidelines states the following:

“An EIR shall describe a reasonable range of alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.”

a. Project Objectives

The General Plan Update includes overarching purposes, listed below and in Table 2-2 in Section 2, *Project Description*. These overarching purposes also serve as the objectives of the proposed Project and provide general direction for each corresponding General Plan Update chapter and policies that guide decision-making.

- Promote clean air and clean water, prevent urban heat islands, reduce stormwater runoff, and promote greener neighborhoods, and nature based recreation
- Attract and retain jobs within growth industries; nurture small entrepreneurial businesses; redevelop underutilized properties along key corridors and districts; and build the City’s fiscal capacity
- Conserve and enhance stable areas, promote contextual infill, and direct productive growth to downtown, commercial districts, and corridors
- Provide safe and convenient multimodal travel options for residents, employees, and visitors of all ages and abilities through creative reimagining of the City’s transportation facilities
- Promote preventative health and well-being for all through inclusive approaches where healthy habits are encouraged
- Focus on holistic, equitable, and preventive public safety measures, increase awareness, and be prepared for natural or human-caused hazards
- Create environments that incorporate physical activity into daily activity that support health, wellness, and social connections, and provide children and adults a range of high-quality recreational opportunities
- Nurture and promote arts and cultural activities, organizations, and events and give them more visibility and prominence in the region

Included in this analysis are the CEQA-required “no project” alternatives (no growth, and growth in accordance with the City’s current General Plan). In addition, a Reduced Growth Alternative is proposed to address potential impacts associated with growth. The alternatives are listed below:

- Alternative 1: No Project (see Section 6.1)
- Alternative 2: Reduced Growth Alternative (see Section 6.2)

Alternative 1: No Project, analyzes growth in accordance with the City’s current General Plan. The City also considered a “no growth” alternative, but rejected it as infeasible for the reasons discussed in Section 6.1. As required by CEQA, this chapter includes a discussion of the “environmentally superior alternative” among those studied (see Section 6.4).

Alternative 2: Reduced-Growth Alternative, analyzes growth in accordance with the proposed General Plan Update along with a 20-year horizon market analysis which assumed “low range” projections for development in the Plan Area. This alternative is intended to lessen and reduce impacts in the proposed project scenario.

The City of Montebello, in its role as lead agency, has determined that the alternatives analyzed in this chapter of the EIR represent a reasonable range of alternatives to the Plan. The discussion below also includes a discussion of alternatives considered but rejected by the lead agency because they either did not meet the objectives of the project, were considered infeasible, or would not avoid or substantially lessen one or more significant effects of the Plan.

6.1 Alternatives Considered but Rejected

a. Relocated Focus Areas

Other alternatives considered include various scenarios that would relocate the focus area of development included in the proposed Project. This would involve shifting the location of one or more of the focus areas identified in the proposed Project in an attempt to avoid growth-related impacts in these areas.

Relocation of the focus areas of development included in the proposed Project would not reduce growth-related impacts such as traffic in the Plan Area as a whole. Rather, it would simply move them to different areas of the Plan Area. Additionally, moving the focus areas away from the focus areas identified in the proposed Project could push development-related impacts to areas where viable infrastructure is not in place to support this level of development. Chapter 4.17, *Transportation*, of this EIR found that the proposed Project’s overall impacts on transportation were less than significant under CEQA. As noted in Chapter 4.17, *Transportation*, vehicle miles travelled (VMT), not traffic congestion metrics such as LOS, is the appropriate metric for measuring the environmental impacts of traffic under CEQA. The proposed Project would reduce per capita VMT, and relocation of the focus areas would not substantially affect the proposed Project’s VMT or avoid any environmental impact. Therefore, this alternative was rejected from further consideration and not included as an alternative in the analysis.

b. No Growth

The No Growth alternative would mean no more development compared to current conditions. This option was determined to be infeasible. The No Growth alternative is not realistic because some development in Montebello is already allowed under existing land use designations and zoning, and in some cases may have already received approvals or other entitlements. The No Growth alternative would require a growth moratorium ordinance that would restrict property development rights that already exist under existing policies and regulations, which could raise issues related to property rights and takings. Additionally, the No Growth alternative would not meet several of the main objectives of the proposed Project, as discussed below and listed in Section 6a above and Sections 2.3.4 of this EIR.

- **Promote clean air and clean water, prevent urban heat islands, reduce stormwater runoff, and promote greener neighborhoods, and nature based-recreation; and Create environments that incorporate physical activity into daily activity that support health, wellness, and social connections, and provide children and adults a range of high-quality recreational opportunities.** The proposed Project would help achieve these objectives by encouraging and planning for creation of a green infrastructure for the City, including maximizing shade trees along major corridors and flowering shade tree districts on neighborhood streets, increasing linkages to the Rio Hondo and new Skyline Trail systems and utilizing underused space with utility easement areas, and using City streets for increased green and transit infrastructure for the public. For the reasons discussed below, the No Growth Alternative would achieve these objectives to a lesser degree than the proposed Project.
- **Provide safe and convenient multimodal travel options for residents, employees, and visitors of all ages and abilities through creative reimagining of the City's transportation facilities.** The proposed Project would help achieve this objective through encouraging and planning for a new transit-oriented development district that would be created by selective market supported infill development with multi-story buildings that will augment the character and quality of the street and activate the neighborhood. For the reasons discussed below, the No Growth Alternative would achieve these objectives to a lesser degree than the proposed Project.

The creation of a more mixed-use environment Downtown and in other focus areas of development would not be possible without development of new residential and non-residential projects, which would induce growth in the Plan Area. If the green network, open space, and transit improvements listed as objectives of the proposed Project are not considered growth, they could still be considered under the No Growth alternative. However, without development growth, the City would have to find a funding mechanism for public improvements without development fees or development related revenues. Therefore, feasibly meeting these objectives under the City's current fiscal structure may not be possible under the No Growth alternative.

The No Growth alternative would not meet these objectives because all of them would require at least some development. Therefore, this scenario was rejected from further consideration and this option was not included as an alternative in the analysis.

6.2 Alternative 1: No Project Alternative

6.2.1 Description

The “No Project” Alternative involves continued implementation of the City’s current General Plan, which was adopted in 1973. The No Project Alternative assumes that the City’s existing General Plan policies would continue to facilitate development in accordance with existing land use designations. The overall amount of growth anticipated to occur under the City’s current General Plan is less than what could be facilitated under the proposed Plan. The proposed Project increases allowed density in areas including the Downtown Montebello Specific Plan Area and transportation corridors and as a result increases capacity for residential and commercial development. The proposed Project would allow for an increase in the amount of development overall in the Plan Area because it allows increased residential and commercial development in these key focus areas. Therefore, it also increases the Plan Area’s total potential population and amount of commercial development compared to the current General Plan. Under the current General Plan, the Plan population would not be expected to reach the SCAG forecast of 67,800 by 2045, while under the proposed Project future residential growth is predicted to increase the City’s total population to 113,338. SCAG forecasts for population, households, and employment in Montebello through the year 2045 are shown in Table 4.14-4 of Section 4.14, *Population and Housing* of this EIR.

While the proposed Project preserves the existing pattern of uses in most of the Plan Area, and provides for protection of established neighborhoods, it also identifies focus areas, including downtown Montebello, corridors and neighborhoods that may provide opportunities to transition over time with adjustments in land use, beautification, and place making. In contrast, the No Project Alternative would continue to facilitate development in the same pattern as currently seen in the Plan Area. Under the proposed Project, new development would generally result from re-use of properties, infill development on vacant lots, conversion of uses in response to market demand (e.g., select industrial to commercial), and more intense use of land in defined areas. Growth would be redirected to the Downtown and other focus areas, which are areas where viable infrastructure is already in place. While new development under the No Project Alternative would also result from re-use of properties, conversion of uses in response to market demand, and development on vacant lots, this alternative would not include as much land zoned for medium-density residential or mixed-use development as the focus areas included under the proposed Project, and new development would therefore be spread throughout the Plan Area rather than in defined areas. Therefore, rather than potentially creating more intense use of land in the geographically well-defined focus areas, a lower amount of new, market-driven development would occur, and development under Alternative 1 would likely be spread more widely across the Plan Area, without the adjustments in land use, beautification, and place making included in the proposed Project.

6.2.2 Impact Analysis

a. Aesthetics

As discussed in Impact AES-3 in Chapter 4.1 *Aesthetics* of this EIR, the proposed Project, when compared to the City’s current General Plan, places a greater emphasis on building form and character in the focus areas to allow a mix of land uses, and emphasizes a reimaged Downtown and improved (and in some cases redefined) corridors. The proposed Project defines (both physically and visually) the desired visual character and quality of these areas and sets forth urban form policies to ensure that the Plan Area retains the unique aesthetic qualities valued by

Montebello residents. The proposed Project does not call for substantial changes to established residential neighborhoods, and includes specific policies aimed at retaining the character of the neighborhoods. The No Project Alternative would not include these features and could therefore lead to a lower level of visual character and quality for certain parts of the Plan Area, and generally for the Plan Area as a whole, thereby reducing opportunities to improve visual character and quality. The No Project Alternative would produce less change to visual character and light and glare conditions in the Plan Area compared to the proposed Project because this alternative would reduce overall allowable development. Less development in the focus areas would result in fewer light sources and slightly reduced light and glare impacts. Impacts to scenic vistas under this alternative would be less than those of the proposed Project because reduced development would mean fewer buildings partially blocking views. This alternative's aesthetics impacts would be greater than the proposed Project's in some respects but less than the proposed Project's in others, but its overall aesthetic impacts would be greater than those of the proposed Project because it would not provide updated policies to enhance community character and the overall visual quality of the Plan Area.

b. Agricultural and Forestry Resources

As described in Section 4.2 *Agricultural Resources*, the Plan Area is almost entirely urbanized, and implementation of the proposed Project would not result in conversion of farm or forest land, nor would it conflict with existing zoning for agricultural or forest use, and it would not have any significant impact environmental impacts on agricultural and forestry resources. Similarly, the No Project alternative would also not have any significant environmental impacts on agricultural and forestry resources because, like the proposed Project, it would not lead to rezoning of any of the five parcels with agricultural zoning in the Plan Area, or any other form of agricultural conversion or negative impacts to agriculture or forestry resources. Overall, the agricultural and forestry resources of this alternative would be similar to those of the proposed Project.

c. Air Quality

As with the proposed Project, impacts to Air Quality under this alternative would be significant and unavoidable. As discussed in Impact AQ-1 through AQ-4 in Chapter 4.3, *Air Quality* of this EIR, individual developments projects carried out under the proposed Project would generate construction and operational related emissions that could conflict with or obstruct implementation of the SCAQMD's Air Quality Management Plan, result in a cumulatively considerable net increase of criteria pollutants, and result in adverse impacts to local air quality, all of which may create significant and unavoidable impacts. Similarly, the No Project Alternative would also generate construction and operational related emissions that could conflict with or obstruct implementation of the SCAQMD's Air Quality Management. Although the proposed Project does not include proposals for individual development projects, individual projects would still be constructed and operated under both the proposed Project and the City's current General Plan, and individual project emissions could create significant and unavoidable air quality impacts under either scenario. Nonetheless, the reduced amount of construction would result in reduced construction emissions. Odor emissions would be less than significant with compliance with existing regulations under either the proposed Project or the No Project Alternative. The overall air quality impacts of the No Project Alternative would be slightly reduced compared to the proposed Project.

d. Biological Resources

As described in Section 4.4, *Biological Resources*, development carried out under the proposed Project could potentially adversely affect biological resources and as a result mitigation measures BIO-1 and BIO-2 would be required. These mitigation measures, along with General Plan Update policies described in Section 4.4, would reduce impacts to biological resources to a less than significant level. Development carried out under the No Project Alternative would occur under the City's current General Plan, which does not include these specific General Plan Update policies or mitigation measures. As a result, impacts under this alternative would be greater than those of the proposed Project.

e. Cultural Resources

Impacts to historical resources, as discussed in Impact CUL-1 in Chapter 4.5 *Cultural Resources* of this EIR, would be significant and unavoidable. Impact CUL-1 describes how the proposed Project has the potential to result in a significant and unavoidable impact if development carried out under the proposed Project caused a substantial adverse change in the significance of a historical resource, even with implementation of Mitigation Measure CUL-1 to evaluate, protect, and record historic resources. If a loss of historical fabric would occur, legal precedent has established that such a measure cannot mitigate impacts to a level of less than significant because the loss of historical fabric cannot be readily compensated for by commemorative mitigation.

Impact CUL-2 describes how the proposed Project has the potential to result in a significant impact if development carried out under the proposed Project caused a substantial adverse change in the significance of archaeological resources that may be present in the Plan Area, including those that may qualify as historical resources. Mitigation measures CUL -2 through CUL-8, along with General Plan Update policies described in Section 4.5, would reduce archaeological resources impacts to a less than significant level.

Under the No Project Alternative development would still occur but would be carried out under the City's current General Plan, with a lower amount of new, market-driven development likely spread more widely across the Plan Area than under the proposed Project. Because it is not known where archaeological resources and human remains may exist, and both the proposed Project and the No Project Alternative would involve potential impacts to these resources, potential impacts to these resources would be similarly significant but mitigable under either scenario.

The No Project Alternative would potentially increase impacts to historic resources compared to the General Plan Update. As discussed in Chapter 4.5 *Cultural Resources*, the proposed Project does not call for substantial changes to established residential neighborhoods and includes specific policies aimed at preserving historic resources. The No Project Alternative would not include these policies and mitigation measures and would, therefore, be more likely than the proposed Project to lead to or allow the loss of, or negative effects on, historic resources in such areas. The No Project Alternative would therefore have potentially greater impacts to historical resources, and cultural resources in general, than the proposed Project.

f. Energy

Because development under the No Project Alternative would still occur but would be carried out under the City's current General Plan, with a lower amount of new, market-driven development likely spread more widely across the General Plan Update Area than under the proposed Project, the proposed Project and the No Project Alternative do not substantially differ in development

footprints. However, the proposed Project's land use scenario encourages a greater degree of high-density development. While the City's current General Plan does contain some energy efficiency policies, it does not contain any transportation demand management policies that would reduce VMT or encourage the installation of electric vehicle infrastructure. Therefore, the inefficient and unnecessary consumption of energy would be greater under this alternative. Overall, the No Project Alternative would have greater impacts to energy resources than the General Plan Update.

g. Geology and Soils

Under the No Project Alternative development would occur within the same Plan Area as under the proposed Project. Therefore, development under this alternative would occur on the same geologic units, soils, and slopes as under the proposed Project. Development under this alternative would, like development under the proposed Project, be required to comply with applicable regulations, such as the California Building Code, the Montebello Municipal Code, and the Clean Water Act. Although this alternative and the proposed Project would not substantially differ in development footprints, this alternative would result in less high-density development; thus, the potential for loss of topsoil, placement of development atop expansive soils, or accidental discovery of paleontological resources would be reduced under this alternative. Therefore, impacts associated with topsoil loss and expansive soils would be less under the No Project Alternative than under the proposed Project. As described in Section 4.7, *Geology and Soils*, development carried out under the proposed Project could potentially adversely affect paleontological resources, but implementation of Policy 8.19 and Action 8.19 from the proposed General Plan Update would address potential impacts to paleontological resources by providing for proper identification and handling of paleontological resources in geologic units with high paleontological sensitivity. This policy and action, along with other General Plan Update policies described in Chapter 4.7, would reduce impacts to geology and soils to a less than significant level. Development carried out under the No Project Alternative would occur under the City's current General Plan, which does not include these General Plan Update policies and actions. As a result, potential impacts to these resources under this alternative would be greater than those of the proposed Project. Overall, this alternative would be more impactful in some respects but less impactful than others compared to the proposed Project, and its potential impacts related to geology and soils would therefore be about the same as those of the proposed Project.

h. Greenhouse Gas Emissions

Implementation of the No Project Alternative would result in a lower amount of new, market-driven development that would likely be spread more widely across the Plan Area and would involve less overall development and associated growth than would occur under the proposed Project. Therefore, this alternative would reduce construction related GHG emissions compared to the proposed Project and may also result in lower operational emissions because of a lower total population accommodated by this alternative. Because development would be more dispersed under this alternative and not concentrated in identified focus areas, per capita VMT would be greater than under the proposed Project. However, total vehicular emissions could be lower than those of the proposed Project because of the lower total population accommodated by this alternative. Overall, this alternative would be more impactful in some respects but less impactful than others compared to the proposed Project, and its potential impacts related to greenhouse gas emissions would therefore be similar to those of the proposed Project.

The land use scenario and the associated GHG emissions envisioned under this alternative would also not be consistent with applicable state regulations that were adopted after the City's current General Plan, including SCAG's 2020-2045 RTP/SCS. The proposed General Plan Update also contains policies intended to facilitate greater GHG emission reductions than under the City's current General Plan. The fact that this alternative would not include GHG emissions reduction policies and programs could contribute to increased per capita GHG emissions under this alternative compared to the General Plan Update. Therefore, while the No Project Alternative would result in fewer GHG emissions in some respects, other factors discussed above could contribute to greater GHG emissions than the proposed Project, at least on a per capita basis. Overall, this alternative's greenhouse gas emissions impacts would therefore be similar to those of the proposed Project.

i. Hazards and Hazardous Materials

The No Project Alternative would result in less development than the proposed Project, so it would result in slightly less use and transport of hazardous materials than the proposed Project. This development, however, would still take place in the Plan Area. The City's current General Plan contains policies regarding the handling, storage, and collection of hazardous materials, but the General Plan Update includes additional policies related to hazardous materials transportation routes, partnerships, remediation, education, and emergency plans, which would better prevent exposure to hazardous materials. Therefore, while the No Project Alternative would have less than significant hazardous materials impacts, its overall impacts would be greater than those of the General Plan Update.

j. Hydrology and Water Quality

The No Project Alternative would result in less development than under the proposed Project. Therefore, development under this alternative would result in slightly reduced impervious surfaces and stormwater runoff volumes and velocity than the proposed Project. Both the City's current General Plan and the proposed Project contain policies to reduce potential water quality impacts. Development under this alternative would be subject to the same regulatory requirements, such as NPDES permit requirements, governing runoff and protecting water quality and supply, as development carried out under the proposed Project. The No Project Alternative, however, would result in a smaller population in 2045, and demand for groundwater would be less than that of the proposed Project. Impacts to hydrology and water quality under this alternative would be less than those of the proposed Project.

k. Land Use and Planning

As discussed under Impact LU-2 in Chapter 4.11 *Land Use and Planning*, the proposed Project would be generally consistent with the policies of SCAG's RCP and RTP/SCS for many reasons, including the fact that it would encourage infill development within focus areas located along major transportation corridors that would be well-served by public transit, increase access to open space, and develop "Complete Communities" while protecting stable, existing single-family housing areas. The No Project Alternative would not be as consistent with these policies because it would not include these features and policies and actions and instead contain policies for the City adopted in 1973. The proposed Project would also increase the City's housing stock and help meet its housing needs because the amount of housing envisioned under and accommodated by the proposed Project exceeds the City's RHNA allocation. The No Project Alternative would accommodate less residential development than the proposed Project and as a result would not help the City meet its

RHNA allocation to the same degree as the proposed Project. The No Project Alternative would therefore be less consistent with state policies for the provision of adequate housing represented by the RHNA, and the No Project Alternative's overall land use and planning impacts would be greater than those of the proposed Project.

I. Mineral Resources

The No Project Alternative would result in less development than the proposed Project. However, development under this alternative would still take place in the Plan Area. Therefore, there is a chance that development under the No Project Alternative could result in reducing access to mineral resources in areas where important mineral resources may exist. However, as described in Impact MIN-1, the Plan Area is already built out and therefore impacts to mineral resources would be highly unlikely and less than significant. The same would be true under the No Project Alternative, so this alternative's overall impact to mineral resources would be similar to that of the proposed Project.

m. Noise

The No Project Alternative would result in less development than the General Plan Update. Therefore, less construction and associated construction noise and vibration would occur under this alternative, particularly in the identified development areas and housing opportunity sites for the proposed Project, and there would be less of an increase in operational noise sources. However, construction noise and increased operational noise under this alternative might be spread more widely across the Plan Area. Also, while this alternative would result in less development, the City's current General Plan has fewer operational noise reduction policies and restrictions than the proposed Project. Furthermore, mitigation measures NOI-1 and NOI-2 requiring actions to reduce construction noise and vibration would not be included in this alternative. Therefore, noise impacts under the No Project Alternative would be greater than the proposed Project.

n. Population and Housing

Under the No Project Alternative, the existing land use designations in the City's current General Plan would continue to define the type of development that occurs in the Plan Area. Implementation of this alternative would accommodate fewer residents and housing units than the proposed Project, which would increase allowable residential development densities in certain focus areas. Thus, compared to the proposed Project, the No Project Alternative would result in less population growth, which would be more consistent with SCAG projections for Montebello than projected residential growth under the proposed Project, but less consistent with other plans and policies such as the City's RHNA allocation. The City's current General Plan provides for orderly development and growth. Any displacement of people or housing units under the No Project Alternative would be minimal because development in the Plan Area would continue pursuant to the existing General Plan, but the proposed Project would facilitate the development of more new housing in accordance with State and local housing requirements, while preserving existing residential neighborhoods. This alternative would be more impactful in some respects but less impactful in others compared to the proposed Project, and its overall impacts would therefore be similar to those of the proposed Project.

o. Public Services

Under the No Project Alternative, the existing land use designations in the City's current General Plan would continue to define the type of development that occurs throughout the Plan Area. This alternative would result in less development than the proposed Project and would therefore generate less demand for fire, police, school, and library services. While, as discussed in Section 4.15, *Public Services*, the proposed Project includes policies that direct the City to strive to maintain adequate public service facilities, the City's current General Plan contains some similar policies. The No Project Alternative would result in a demand for public services already anticipated by existing public service facilities. Public services impacts under this alternative would be less than those of the proposed Project.

p. Recreation

Under the No Project Alternative, the existing land use designations in the City's current General Plan would continue to define the type of development that occurs throughout the General Plan Update Area. This alternative would result in less development than the General Plan Update and would therefore generate less demand for, and demand on, recreational facilities. While, as discussed in Section 4.16, *Recreation*, the proposed General Plan Update includes policies that direct the City to strive to maintain adequate recreational facilities, the City's current General Plan contains some similar policies. The No Project Alternative would result in a demand for, and demand on, recreational services already anticipated by existing recreational facilities. Impacts from and to recreational facilities would be less than those of the proposed Project.

q. Transportation

Under the No Project Alternative, the existing land use designations in the City's current General Plan would continue to define the type of development that occurs throughout the General Plan Update Area. Implementation of the No Project Alternative would result in less new, market-driven development that would likely be spread more widely across the Plan Area, and would involve less overall development and associated growth than would occur under the proposed Project. Because development would be more dispersed under this alternative and not concentrated in identified focus areas, it would result in greater per capita VMT and would therefore be more inconsistent with CEQA Guidelines Section 15064.3 subdivision (b) than the proposed Project. The No Project alternative would also not include policies from the proposed General Plan Update described in Section 4.17, *Transportation* of this EIR that strive to reduce traffic hazards and address emergency access and the circulation system. Therefore, this alternative would result in greater transportation impacts than the proposed Project.

r. Tribal Cultural Resources

As discussed in Section 4.18, *Tribal Cultural Resources*, tribal cultural resources impacts are highly dependent on both the individual project site conditions and the characteristics of the proposed activity. Development carried out under the proposed Project has the potential to impact unidentified tribal cultural resources. Impacts on tribal cultural resources would be potentially significant but mitigable with mitigation measure TCR-1. Under the No Project Alternative, the existing land use designations in the City's current General Plan would continue to define the type of development that occurs throughout the Plan Area. Because development would occur within the same Plan Area as the proposed Project, this alternative's potential to encounter tribal cultural resources would be similar to the proposed Project. This alternative, however, would not include

mitigation measures that would protect tribal cultural resources, and impacts to tribal cultural resources under the No Project Alternative would be greater than under the proposed Project.

s. Utilities and Service Systems

As discussed in Section 4.19, *Utilities and Service Systems*, Development carried out under the proposed Project would or may require increased or expanded water supplies and wastewater, stormwater, telecommunications, electric power, and natural gas supplies and facilities; but compliance with policies in the proposed General Plan Update, the Montebello Municipal Code, and other City programs would reduce these impacts to a less than significant level. The No Project Alternative would result in less development and less population increase than the proposed Project, which would tend to decrease demand on existing utilities and service systems, but it would not include policies from the proposed General Plan Update that address water supply, wastewater, and solid waste. Therefore, impacts under this alternative would be greater than under the proposed Project.

t. Wildfire

As discussed in Section 4.20, *Wildfire*, the Plan Area is not in a very high fire hazards severity zone, and the proposed Project would therefore have less than significant impacts related to wildfire. The No Project Alternative would be carried out in the same Plan Area as the proposed Project and, like the proposed Project, would not expand the City's development footprint into any mapped areas prone to wildfire hazard. Overall, wildfire impacts under this alternative would be similar to those of the proposed Project.

6.3 Alternative 2: Reduced Growth Alternative

6.3.1 Description

The Reduced Growth Alternative (Alternative 2) is included in this chapter of the EIR to address potential growth-related impacts associated with the proposed Project. The Reduced Growth Alternative is based in part on a market analysis completed by Pro Forma Advisors LLC. (Pro Forma) that analyzed the potential support for development in the Plan Area over the approximately 20-year General Plan Update horizon. This analysis assumes development throughout the Plan Area would be near the "low range" projections included in the market analysis and shown in Table 2-5 of this EIR.

Total new development potential under this alternative compared to new development potential under the proposed Project is shown in Table 6-1. Although this alternative would result in less overall new development than the proposed Project, new development is assumed to occur in the same general locations as under the proposed Project and be subject to the same goals, policies, and development standards as under the proposed Project.

Table 6-1 Total New Development Potential of Reduced Growth Alternative Compared to the Proposed Project

| Development Type | Proposed Project ¹ | Reduced Growth Alternative ² |
|-----------------------|-------------------------------|---|
| Residential | 16,893 units | 1,900 units |
| Commerce/Office Space | 368,955 sf | 238,000 sf |
| Hotel/Motel | 104 rooms | 90 rooms |

¹ Source: Proposed Project Growth Projections from Table 2-6 of this EIR
² Source: Pro Forma Market Analysis numbers rounded to the nearest thousand

Implementation of the Reduced Growth Alternative would result in development within the Plan Area that would generally meet the project objectives established for the proposed Project, although in some cases to a lesser degree than the proposed Project. The amount of new development in the Plan Area over approximately the next 20 years under the proposed Project is based on a market assessment prepared as part of the proposed General Plan Update. This market assessment was also the basis for the goals, policies, and actions contained in proposed General Plan Update Chapter C2, *Our Prosperous Community*. The goal of this chapter is to address how Montebello can attract and retain high-wage and high value enterprises and diversify and increase the local tax base. The Reduced Growth Alternative would not achieve this goal, or the policies and actions designed to help achieve this goal, to as great a degree as the proposed Project because it would not attract or create as many jobs, create as much economic growth nor increase the local tax base to the same extent as the growth accommodated by the proposed Project. As discussed in Chapter 4.14, *Population and Housing*, the proposed Project would help the City meet its RHNA allocation. The Reduced Growth Alternative would not meet the RHNA.

6.3.2 Impact Analysis

a. Aesthetics

The Reduced Growth Alternative would implement the same policies as the proposed General Plan Update but would involve less residential and non-residential development than the proposed Project. Although no specific General Plan Update policies are related to lighting and design, as discussed in Section 4.1.2, *Regulatory Framework*, Municipal Code 11.50.090 addresses design standards that are in place for lighting in Montebello. This alternative would be subject to these same regulations. Therefore, impacts related to the City's visual character, and light and glare conditions would be less than those of the General Plan Update. There would also be less change to the Plan Area's visual character and light and glare conditions because this alternative would reduce overall development. Less development in the focus areas would result in fewer light sources and slightly reduced light and glare impacts. Impacts to scenic vistas under this alternative would be less than those of the proposed Project because reduced development would mean fewer buildings partially blocking views. Overall, this alternative's impact on aesthetics and light and glare would be less than those of the proposed Project.

b. Agricultural and Forestry Resources

As described in Section 4.2 *Agricultural Resources*, the Plan Area is almost entirely urbanized, and implementation of the proposed Project would not result in conversion of farm or forest land, nor would it conflict with existing zoning for agricultural or forest use, and it would not have any

significant impact environmental impacts on agricultural and forestry resources. Similarly, the Reduced Growth Alternative would have a less than significant impact on areas under agricultural or forestry production, therefore impacts would be the same under either alternative.

c. Air Quality

As with the proposed Project, impacts to Air Quality would be significant and unavoidable. As discussed in Impacts AQ-1 through AQ-4 in Chapter 4.3 *Air Quality* of this EIR, individual developments projects carried out under the proposed Project would generate construction and operational related emissions that could conflict with or obstruct implementation of the SCAQMD's Air Quality Management Plan, result in a cumulatively considerable net increase of criteria pollutants, and result in adverse impacts to local air quality, all of which may create significant and unavoidable impacts. While the Reduced Growth Alternative individual project emissions has the potential to create all the same significant and unavoidable air quality impacts, there would less overall development in the Plan Area under this alternative and this alternative would have less construction and operational emissions than the proposed Project. However, because the Reduced Growth Alternative would result in less development in the identified focus areas and more dispersed development, VMT per capita would not be reduced to the same degree as under the proposed Project, thereby potentially increasing vehicular emissions. Overall, this alternative's air quality impacts would be less in some respects and greater in others than those of the proposed Project, but similar overall.

d. Biological Resources

As described in Section 4.4, *Biological Resources*, development carried out under the proposed Project could potentially adversely affect biological resources and as a result mitigation measures BIO-1 through-BIO-4 would be required. These mitigation measures, along with General Plan Update policies described in Section 4.4, would reduce impacts to biological resources to a less than significant level. Under the Reduced Growth Alternative less development and construction would take place which would result in reduced impacts to biological resources, but some development would still occur and therefore the same potential impacts would occur. The mitigation measures identified in Section 4.4 of this EIR that would be required of the proposed Project would therefore still be necessary for this alternative. Because of the reduced amount of total development under this alternative, overall impacts to biological resources would be less than those of the proposed Project.

e. Cultural Resources

Impacts to Cultural Resources, as discussed in Impact CUL-1 in Chapter 4.5, *Cultural Resources* of this EIR, would be significant and unavoidable. Impact CUL-1 describes how the proposed Project has the potential to result in a significant and unavoidable impact if development carried out under the proposed Project caused a significant adverse change in the significance of a historical resource, even with implementation of Mitigation Measure CUL-1 to evaluate, protect, and record historic resources. If a loss of historical fabric would occur, legal precedent has established that such a measure cannot mitigate impacts to a less than significant level because the loss of historical fabric cannot be readily compensated for by commemorative mitigation.

Impact CUL-2 describes how the proposed Project has the potential to result in a significant impact if development carried out under the proposed Project caused a substantial adverse change in the significance of archaeological resources that may be present in the Plan Area, including those that

may qualify as historical resources. Mitigation measures CUL -2 through CUL-8, along with General Plan Update policies described in Section 4.5, would reduce archaeological resources impacts to a less than significant level.

Under the Reduced Growth Alternative development would still occur in the focus areas identified by the proposed Project, but the total amount of development in these areas would be reduced. Because it is not known where archaeological resources and human remains may exist, and both the proposed Project and the Reduced Growth Alternative would involve potential impacts to these resources, impact to these resources would be significant but mitigable under either scenario with implementation of mitigation measures CUL-2 through CUL-8. Similarly, potential impacts to historic resources may still occur under this alternative, and although the mitigation measures and policies identified for the proposed Project would still apply to this alternative, potential impacts to historical resources would be similarly significant and unavoidable under either this alternative or the proposed Project. Overall, impacts to cultural resources under this alternative would be similar to those of the proposed Project.

f. Energy

The Reduced Growth Alternative would reduce development in the Plan Area compared to the proposed Project. Less overall development would result in less construction and thus reduced energy consumption for construction vehicles. Similarly, less development would result in less consumption of energy from operational uses including heating and transportation fuel. Like the proposed Project, the Reduced Growth Alternative would implement new energy efficiency and renewable energy policies that would reduce energy consumption and would be consistent with energy goals and policies contained in the proposed General Plan Update. Therefore, this alternative would have reduced energy consumption. Overall, this alternative's energy impacts would be less than those of the proposed Project.

g. Geology and Soils

Under the Reduced Growth Alternative development would occur within the same Plan Area as the General Plan Update. Therefore, development under this alternative would occur on the same geologic units, soils, and slopes as under the proposed Project. However, development would not be as intensive as under the proposed Project; thus, the potential for loss of topsoil or placement of development atop expansive soils would be reduced under this alternative. As described in Section 4.7, *Geology and Soils*, development carried out under the proposed Project could potentially adversely affect paleontological resources, but implementation of Policy 8.19 and Action 8.19 from the proposed General Plan Update would address potential impacts to paleontological resources by providing for proper identification and handling of paleontological resources in geologic units with high paleontological sensitivity. This policy and action, along with other General Plan Update policies described in Chapter 4.7, would reduce impacts to geology and soils to a less than significant level. Development carried out under the Reduced Growth Alternative would be subject to these same General Plan Update policies. As a result, potential impacts to paleontological resources under this alternative would be similar to those of the proposed Project. Development under this alternative would be required to comply with applicable regulations, such as the California Building Code, the Montebello Municipal Code, and the Clean Water Act. For all the reasons discussed above, under the Reduced Growth Alternative, geology and soils impacts would be less than under the proposed Project.

h. Greenhouse Gas Emissions

Implementation of the Reduced Growth Alternative would involve less overall development and associated growth than under the proposed Project. Therefore, this alternative would have less construction related GHG emissions than the proposed Project and may also result in lower operational emissions because of a lower total population accommodated by this alternative. However, this alternative has the potential to have increased VMT because the siting of compatible land uses in focus areas would not be as intense, thus lowering the reduction of potential vehicle trips provided by the density allowed under the proposed Project. However, total vehicular emissions could be lower than those of the proposed Project because of the lower total population accommodated by this alternative. While this alternative would result in fewer sources of GHG emissions, the land use scenario and the associated GHG emissions envisioned under this alternative would also be consistent with applicable state regulations regarding GHGs, and the SCAG 2020-2045 RTP/SCS, but to a lesser degree than the proposed Project. . The proposed General Plan Update contains policies intended to facilitate greater GHG emission reductions which would also be included in the Reduced Growth Alternative. Overall, the Reduced Growth Alternative would result in reduced GHG emissions in some respects, other factors discussed above could contribute to greater GHG emissions, at least on a per capita basis, than the proposed Project. This alternative's GHG impacts would therefore be similar to those of the proposed Project.

i. Hazards and Hazardous Materials

The Reduced Growth Alternative would result in less development than the proposed Project. Therefore, development under the Reduced Growth Alternative would result in less use and transport of hazardous materials than the proposed Project. Development under this alternative would still take place in and affect the Plan Area, but General Plan Update policies related to hazardous materials transportation routes, partnerships, remediation, education, and emergency plans, which would help prevent exposure to hazardous materials, would also be include in this alternative. Therefore, the Reduced Growth Alternative would reduce potential hazards and impacts associated with hazardous materials compared to the proposed Project.

j. Hydrology and Water Quality

The Reduced Growth Alternative, while consisting of a similar land use pattern, would result in less development than the proposed Project. Therefore, development under this alternative could result in slightly less impervious surfaces and stormwater runoff volumes and velocity than the proposed Project. However, the proposed General Plan Update contains policies to reduce potential water quality impacts and development, and under this alternative future development would be subject to these policies and the same regulatory requirements, such as NPDES permit requirements, governing runoff and protecting water quality and supply. In addition, the Reduced Growth Alternative would result in a smaller population, and demand for groundwater would be less than under the proposed Project. Impacts under this alternative would be less than those of the proposed Project.

k. Land Use and Planning

As discussed under Impact LU-2 in Chapter 4.11 *Land Use and Planning*, the proposed Project would be generally consistent with the policies of SCAG's RCP and RTP/SCS for many reasons, including encouragement of infill development within focus areas located along major transportation corridors that would be well-served by public transit, increase access to open space, and develop

“Complete Communities” while protecting stable, existing single-family residential areas. The proposed Project would also help the City meet its RHNA allocation in a planned and thoughtful manner providing development opportunities in focused areas. The Reduced Growth Alternative would reduce residential development compared to the proposed Project and as a result would not contribute to meeting the City’s RHNA allocation to the same degree as the proposed Project. Similarly, the Reduced Project Alternative would not have a development intensity that would as effectively create more opportunities for attracting and retaining high-wage and high value enterprises and diversifying and increasing the local tax base. Thus, the Reduced Growth Alternative would not be as consistent with the objectives of the proposed Project and would therefore have greater impacts related to land use and planning.

I. Mineral Resources

The Reduced Growth Alternative would result in less development than the proposed Project. . However, development under this alternative would still take place in the Plan Area. Therefore, development under this alternative would result in potential for development in areas where significant mineral resources may exist. As described in Impact MIN-1 , the Plan Area is already built out and therefore impacts to mineral resources would be less than significant. Similarly, the Reduced Growth Alternative would also reduce access to potential mineral resources, but because it would involve less total development, this alternative would have less potential impact on mineral resource access.

m. Noise

The Reduced Growth Alternative would result in less development than the proposed Project . Therefore, less construction and associated construction noise and vibration would occur under this alternative, particularly in the identified development areas and housing opportunity sites for the proposed Project, and there would be less of an increase in operational noise. Additionally, noise reduction policies and restrictions included in the proposed General Plan Update would also be included in the Reduced Growth Alternative. Furthermore, mitigation measures NOI-1 and NOI-2 requiring actions to reduce construction noise and vibration would also be included in this alternative. Therefore, the Reduced Growth Alternative would have reduced noise impacts compared to the proposed Project.

n. Population and Housing

The Reduced Growth Alternative would result in less residential development than the proposed Project, which would result in less population growth than under the proposed Project. This alternative would therefore be more consistent with SCAG projections for Montebello than projected residential growth under the proposed Project, but less consistent with other plans and policies such as the City’s RHNA allocation. As discussed under Impact PH-1 in Chapter 4.14 *Population and Housing*, policies and actions included in the proposed General Plan Update would adequately address the projected population growth and the proposed Project’s population and housing impacts. This alternative would include these policies and actions and would still provide for the orderly development and growth of the Plan Area. Any displacement of people or housing units under either the proposed Project or the Reduced Growth Alternative would be minimal because either scenario would involve construction of new housing in identified focus areas that would not involve substantial displacement of existing housing units, and both scenarios would lead to an increase in total housing units. Because the Reduced Growth Alternative would be less impactful in

some respects and more impactful in other in terms of population and housing impacts, overall, this alternative population and housing impacts would be similar to those of the proposed Project.

o. Public Services

The Reduced Growth Alternative would result in less development than the proposed Project and would therefore generate less demand for fire, police, school, and library services. Additionally, as discussed in Section 4.15, *Public Services*, the proposed General Plan Update includes policies that direct the City to strive to maintain adequate public service facilities and the same policies would apply to the Reduced Growth Alternative. Overall, this alternative's public services impacts would be less than those of the General Plan Update.

p. Recreation

The Reduced Growth Alternative would result in less development than the proposed Project and would therefore generate less demand for, and demand on, recreational facilities. This alternative would also include proposed General Plan Update policies that direct the City to strive to maintain adequate recreational facilities, as discussed in Section 4.16, *Recreation*. Therefore, this alternative's impacts to and from recreational facilities would be less than those of the General Plan Update.

q. Transportation

The Reduced Growth Alternative would result in less overall development than the proposed Project, but development is assumed to occur in the same general locations as under the proposed Project and be subject to the same goals, policies, and development standards as under the proposed Project. The same policies from the proposed General Plan Update regarding transportation and traffic would apply so impacts to traffic hazards, emergency access, and the circulation system would be similar. As described in Section 4.17, *Transportation*, per capita (i.e., per service population) VMT would be lower under the proposed Project than under the No Project Alternative. The improvement in travel efficiency is the result of people making fewer trips and traveling shorter distances due to increase availability of active modes of transportation and better accessibility to destinations by all modes of transportation. The General Plan Update would increase transit-friendly development in identified focus areas which in turn would result in a reduction in per capita VMT. The Reduced Growth Alternative would result in less development in the identified focus areas, therefore VMT per capita would not be reduced to the same degree as under the proposed Project. Thus, overall transportation impacts under this alternative would be greater than under the proposed Project.

r. Tribal Cultural Resources

As discussed in Section 4.18 *Tribal Cultural Resources*, tribal cultural resources impacts are highly dependent on both the individual project site conditions and the characteristics of the proposed activity. Development carried out under the proposed Project has the potential to impact unidentified tribal cultural resources. Impacts on tribal cultural resources would be potentially significant but mitigable. The Reduced Growth Alternative would result in less development than the proposed Project but because development under this alternative would occur within the same Plan Area as the proposed Project, the potential to encounter tribal cultural resources would be similar. This alternative would also include mitigation measure TCR-1 from this EIR that would protect tribal cultural resources. Therefore, impacts to tribal cultural resources under the Reduced Project Alternative would be similar to those of the proposed Project.

s. Utilities and Service Systems

As discussed in Section 4.19, *Utilities and Service Systems*, Development carried out under the proposed Project would or may require increased or expanded water supplies and wastewater, stormwater, telecommunications, electric power, and natural gas supplies and facilities. However, compliance with proposed General Plan Update policies, the Montebello Municipal Code, and other City programs would reduce these impacts to a less than significant level. The Reduced Growth Alternative would result in reduced development potential and reduced population increase and decrease demand on existing utilities and service systems. This alternative would also include proposed General Plan Update goals and policies related to water, wastewater, storm water drainage, electricity, and natural gas. Because of its reduced overall amount of development and continued applicability of proposed General Plan Update policies, this alternative would result in less demand on utilities and service systems than the General Plan Update, and a lower overall impact.

t. Wildfire

As discussed in Section 4.20, *Wildfire*, the Plan Area is not in a very high fire hazards severity zone, and the proposed Project General Plan Update would therefore have less than significant impacts related to wildfires. The Reduced Growth Alternative would not expand the development footprint of the proposed Project into any mapped areas prone to wildfire hazard. Wildfire impacts would be similarly less than significant under both this alternative and the proposed Project.

6.4 Environmentally Superior Alternative

CEQA requires the identification of the environmentally superior alternative among the options studied. When the “No Project” alternative is determined to be environmentally superior, CEQA also requires identification of the environmentally superior alternative among the development options.

As shown in Table 6-2, the Reduced Growth Alternative would, overall, be environmentally superior to the proposed Project. When the two alternatives are compared to each other, the Reduced Growth Alternative would be environmentally superior because apart from greater impacts to Land Use and Planning and Transportation, it would have reduced or similar environmental impacts compared to the proposed Project, while the No Project Alternative would result in greater impacts to Biological Resources, Cultural Resources, Energy, Hazards and Hazardous Materials, Noise, Transportation, Tribal Cultural Resources, and Utilities and Service Systems; with reduced impacts in Air Quality, Hydrology and Water Quality, and Population and Housing.

Table 6-2 Impact Comparison of Alternatives

| Issue | No Project Alternative | Reduced Growth Alternative |
|-------------------------------------|------------------------|----------------------------|
| Aesthetics | = | + |
| Agricultural and Forestry Resources | = | = |
| Air Quality | + | = |
| Biological Resources | - | + |
| Cultural Resources | - | + |
| Energy | - | + |
| Geology and Soils | = | + |
| Greenhouse Gas Emissions | = | + |
| Hazards and Hazardous Materials | - | + |
| Hydrology and Water Quality | + | + |
| Land Use and Planning | = | - |
| Mineral Resources | = | + |
| Noise | - | + |
| Population and Housing | + | + |
| Public Services | = | + |
| Recreation | = | + |
| Transportation | - | - |
| Tribal Cultural Resources | - | = |
| Utilities and Service Systems | - | + |
| Wildfire | = | = |

+ Superior to the proposed Project (reduced level of impact)
 - Inferior to the proposed Project (increased level of impact)
 = Similar level of impact to the proposed Project

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